NEPA Re-Evaluation

- **Network question**
- Scenario 10J – TMRB Recommendation
- Methodology
- Content
- Cycle for review and coordination

NEPA Re-Evaluation – TMRB 10J

Tolling Attributes

Parameter	NEPA Scenarios A - G	TMRB Scenarios 10J	TMRB Scenarios 10J.2
Toll Rate – E-ZPass			
Peak – Autos	$9 - $23	$15.00	
Overnight – Autos*	$5 - $12	$3.75	
Peak – Motorcycles	$9 - $23	$7.50	
Overnight – Motorcycles*	$5 - $12	$1.75	
Peak – Small trucks	$12 - $65	$24.00	
Overnight – Small trucks*	$7 - $33	$6.00	
Peak - Large trucks	$12 - $82	$36.00	
Overnight - Large trucks*	$7 - $41	$9.00	
Peak – Buses**	$12 - $82	$24.00	
Overnight – Buses**	$7 - $41	$6.00	
Toll Rate - Tolls By Mail			
Peak – Autos	$14 - $35	$22.50	
Overnight – Autos*	$8 - $18	$5.50	
Peak – Motorcycles	$14 - $35	$11.25	
Overnight – Motorcycles*	$8 - $18	$2.50	
Peak – Small trucks	$18 - $98	$36.00	
Overnight – Small trucks*	$11 - $49	$9.00	
Peak – Large trucks	$18 - $123	$54.00	
Overnight – Large trucks*	$11 - $62	$13.50	
Peak – Buses**	$18 - $123	$36.00	
Overnight – Buses*/**	$11 - $62	$9.00	

*As per Final EA, commitment overnight was *at or below 50% of the peak toll rate*
**Tour buses are charged at large truck rate in both peak and overnight periods; Transit buses will be exempt (see next table for more information)

Parameter	NEPA Scenarios A	B	C	D	E	F	G	TMRB Scenarios 10J	10J.2
Applicable Trips									
Tolls applied to CBD trips as they:	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter	
Time Periods									
Peak: Weekdays	6 am – 8 pm					6am – 10am 4 pm – 8pm	6 am – 8 pm	5 a.m. to 9 p.m.	
Peak: Weekends	10 am – 10 pm							5 a.m. to 9 p.m.	
Off Peak: Weekdays	8pm – 10pm					10am – 4pm	8pm – 10pm	9 p.m. to 5 a.m.	
Overnight: Weekdays	10pm – 6am					8pm – 6am	10pm – 6am		
Overnight Weekends*	10 p.m. to 10 a.m.							9 p.m. to 5 a.m.	
Potential Crossing Credits									
Credit Toward CBD Toll for Tolls Paid at the Tunnel Entries	No	No	Yes				No	Yes	
Credit Toward CBD Toll for Tolls Paid at Bridges to Manhattan	No					Yes	No	No	
Credit – Autos and commercial vans	$0.00 - $13.10							$5.00	
Credit – Motorcycles	$0.00 - $13.10							$2.50	
Credit – Taxis	$0.00 - $13.10							$0.00	
Credit – FHVs	$0.00 - $13.10							$0.00	
Credit – Small trucks	$0.00 - $38.80							$12.00	
Credit – Large trucks	$0.00 - $64.66							$20.00	
Credit Amount – Buses	$0.00 - $64.66							$12.00	
Credit During Overnight	$0.00 - $64.66							$0.00	

*As per Final EA, commitment for the overnight period was *from at least 12am-4am*

Tolling Attributes

Parameter	NEPA Scenarios							TMRB Scenarios	
	A	B	C	D	E	F	G	10J	10J.2
Potential Exemptions and Limits (Caps) on Number of Tolls per Day									
Autos, motorcycles, and commercial vans	Once per day							Once per day	
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day	No cap	Equivalent to less than once per day toll - $1.25 per trip toll on trips to, within, or from the CBD	Equivalent to less than once per day toll - $1.25 per trip toll on trips to or from the CBD
FHVs	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day	No cap	Equivalent to less than once per day toll - $2.50 per trip toll on trips to, within, or from the CBD	Equivalent to less than once per day toll - $2.50 per trip toll on trips to or from the CBD
Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day	No cap	No cap	
Buses	No cap	Exempt	No cap	No cap	Transit buses – Exempt No cap on other buses	Exempt	No cap	Transit buses – Exempt	
Government Vehicles	No cap	No cap	No cap	No cap	No cap	No cap	No cap	Specialized vehicles – Exempt	
Discounts									
Auto Low-Income Discount Rate*	25% off peak rate, after the first 10 trips							50% off peak rate, after the first 10 trips	

*Range in Final EA was from $7-$17; 10J and 10J.2 are $7.50

NEPA Re-Evaluation – TMRB 10J

Summary of Effects

EA Chapter / Environmental Category	Topic	Location	Data Shown In Table	NEPA Tolling Scenarios A, B, C, D, E, F, G	Potential Adverse Effect	10J (TMRB Recommendation)	10J.2 (Same as 10J, but without a Taxi/FHV per-trip toll on within-CBD trips)
2 Evaluation Results	Project Objectives	28-county study area	Potential net revenue*	$1.02 to $1.48 billion**	N/A	$955 million	$927 million
		Manhattan CBD	% Increase or decrease in daily vehicle miles traveled in the Manhattan CBD relative to No Action Alternative	-9% to -7%	N/A	-9%	-9%
4A – Transportation: Regional Transportation Effects and Modeling	Vehicle Volumes	Crossing locations to Manhattan CBD	% Increase or decrease in daily vehicles entering the Manhattan CBD relative to No Action Alternative	-20% to -15%	No	-17%	-17%
	Truck Trips Through Manhattan CBD	Manhattan CBD	Increase or decrease in daily truck trips through Manhattan CBD (without origin or destination in the CBD) relative to No Action Alternative	-6,784 to -1,734	No	-4,626	-4,569
				-81% to -21%		-55%	-54%
10 – Air Quality		Cross Bronx Expressway at Macombs Road, Bronx, NY	Increase or decrease in daily number of trucks	50 to 704	No	433	535
		I95, Bergen County, NJ	Increase or decrease in daily number of trucks	-254 to 955	No	499	480
		RFK Bridge, NY	Increase or decrease in daily number of trucks	432 to 4,116	No	2,433	2,428
17 – Environmental Justice	Taxi and FHV drivers	CBD	Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative (All scenarios included in EA, including those with taxis and FHVs both capped at once per day, both uncapped, and taxis exempt and FHVs capped at 3x per day)	-16.8% to 4.6%	Yes	-0.3%	2.2%

*The net revenue needed to fund $15 billion depends on a number of economic factors, including but not limited to interest rates and term.
**Tolling Scenario B had an estimated net revenue of $830 million and is not included in this range. It was deemed in the Final EA that Scenario B did not meet Objective 3 "Create a funding source for capital improvements and generate sufficient annual net revenues to fund $15 billion for capital projects for MTA's Capital Program."

Appendix 17D Environmental Justice Technical Memorandum Results

Topic	Location	Data Shown In Table	Scenario E	10J (TMRB Recommendation)	TMRB 10J.2 (Same as 10J, but without a Taxi/FHV per-trip toll on within-CBD trips)
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	90 AND 90 EJ Census Tracts (Place-Based)	Total Communities	13	13	13
		Total Tracts (green indicates new tracts in already-identified communities)	56	57 1 additional tract in High Bridge-Morrisania, Bronx, NY	57 1 additional tract in High Bridge–Morrisania in Bronx, NY
		Communities Added (Relative to E)	--	none	none
		Communities Removed (Relative to E)	--	none	none

Topic	Location	Data Shown In Table	Scenario E	10J (TMRB Recommendation)	TMRB 10J.2 (Same as 10J, but without a Taxi/FHV per-trip toll on within trips)
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	90 OR 90 EJ Census Tracts (Regional)	Total Communities	38	37	39
		Total Tracts (green indicates new tracts in already-identified communities, black indicates new tracts in added communities, grey in parentheses are tracts that were removed)	154	151 1 additional tract in High Bridge-Morrisania, Bronx, NY 1 additional tract in Downtown Brooklyn-Fort Greene, Brooklyn, NY 1 additional tract in Southwest Queens, Queens, NY (1 less tract in Bayside-Little Neck, Queens, NY) (1 less tract in Flushing-Clearview, Queens, NY) (1 less tract in Long Island City-Astoria, Queens, NY) (1 less tract in Ridgewood-Forest Hills, Queens) (1 less tract in Southeast Queens, Queens, NY) (1 less tract in Newark, Essex, NJ)	158 1 additional tract in High Bridge–Morrisania in Bronx, NY 1 additional tract in Downtown Brooklyn-Fort Greene, Brooklyn, NY 1 additional tract in Southwest Queens in Queens, NY 1 additional tract in Belleville Township in Essex, NJ 1 additional tract in Jersey City in Hudson, NJ 1 additional tract in Union Township in Union, NJ (1 less tract in Flushing–Clearview in Queens, NY) (1 less tract in Ridgewood–Forest Hills in Queens, NY)
		Communities Added (Relative to E)	--	none	2 Belleville Township in Essex, NJ is added Union Township Hudson, NJ is added
		Communities Removed (Relative to E)	--	1 (Ridgewood-Forest Hills, Queens, NY is removed)	1 (Ridgewood–Forest Hills in Queens, NY is removed)

NEPA Re-Evaluation - Methodology

Same methodology as in the Final EA

- BPM and Final EA network will be used
- Will compare the results of the toll schedule proposed for adoption to the no action and to the range of the effects of the scenarios in the Final EA
- Where warranted, the analysis will drill down further as was done in the Final EA for detailed analyses (e.g., station element analysis)
- Determine whether effects are consistent with the conclusions in the Final EA

NEPA Re-Evaluation - Content

- Cover memo with summary of toll structure attributes
- Tables from Final EA with effects of proposed toll structure added
  - Summary of effects table (Final EA Table ES-5/16-1/FONSI Table 1)
  - Supplemental tables
    - ES-3 "Comparison of Evaluation Results"
    - Appendix 10D, page 10-52, Tables 1-3 on Predicted Design Value Concentrations (24-Hour PM_{10}, 24-Hour $PM_{2.5}$, Annual $PM_{2.5}$)
    - Appendix 17D
      - Page 17D-55, Table 17D-11 "Summary of Project Effects on Truck Traffic Proximity"
      - Page 17D-57, Table 17D-12/17D-13 "Environmental Justice Communities that Could Experience Non-Truck Traffic Proximity Increases without Truck-Traffic Proximity Increases"
      - Page 17D-71, Table 17D-15 "Environmental Justice Communities That May Need Mitigation"
      - Page 17D-78, Table 17D-17 "Daily Truck Volume in Tolling Scenario E Compared to No Action in Overburdened Communities"
      - Appendix D, Page 109, Table 1 "Communities Identified for Place-Based Mitigation"

NEPA Re-Evaluation – Cycle for Review and Coordination

- Continue weekly check-ins with FHWA to review findings (Thursday?)
- Preference for review as analysis for each topic is complete
- Topics for which no changes are anticipated: Social Conditions (5), Parks and Recreational Resources (7), Historic and Cultural Resources (8), Visual Resources (9), Natural Resources (13), Hazardous Wastes and Contaminated Materials (14), and Construction Effects (15)
- Topics for review starting in January, where there may be changes to effects
  - First round topics (rely on analysis of BPM outputs): Highways (4A), Intersections (4B), Transit (4C), Parking (4D), Pedestrians and Bicycles (4E), Economic Conditions (6), Taxi/FHV Impact (17), Low-Income Driver Impact (17), Tech Memo Analysis (Appendix 17D),
  - Second round topics (rely on first round analysis completion): AQ Including Hot Spot Analysis (10), Energy (11), Noise (12)
  - Third round topics (relies on analysis completion for all topics): Any additional Environmental Justice topics if needed (17)

Topic	Location	Data Shown In Table	Scenario E	10J (TMRB Recommendation)	TMRB 10J.2 (Same as 10J, but without a Taxi/FHV per-trip toll on within-CBD trips)
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	**90 AND 90 EJ Census Tracts (Place-Based)**	**Total Communities**	**13**	**13**	**13**
		Total Tracts (green indicates new tracts in already-identified communities)	**56**	**57** 1 additional tract in High Bridge-Morrisania, Bronx, NY	**57** 1 additional tract in High Bridge–Morrisania in Bronx, NY
		Communities Added (Relative to E)	--	none	none
		Communities Removed (Relative to E)	--	none	none

Topic	Location	Data Shown In Table	Scenario E	10J (TMRB Recommendation)	TMRB 10J.2 (Same as 10J, but without a Taxi/FHV per-trip toll on within trips)
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	90 OR 90 EJ Census Tracts (Regional)	**Total Communities**	**38**	**37**	**39**
		Total Tracts (green indicates new tracts in already-identified communities, black indicates new tracts in added communities, grey in parentheses are tracts that were removed)	**154**	**151** 1 additional tract in High Bridge-Morrisania, Bronx, NY 1 additional tract in Downtown Brooklyn-Fort Greene, Brooklyn, NY 1 additional tract in Southwest Queens, Queens, NY (1 less tract in Bayside-Little Neck, Queens, NY) (1 less tract in Flushing-Clearview, Queens, NY) (1 less tract in Long Island City-Astoria, Queens, NY) (1 less tract in Ridgewood-Forest Hills, Queens) (1 less tract in Southeast Queens, Queens, NY) (1 less tract in Newark, Essex, NJ)	**158** 1 additional tract in High Bridge–Morrisania in Bronx, NY 1 additional tract in Downtown Brooklyn-Fort Greene, Brooklyn, NY 1 additional tract in Southwest Queens in Queens, NY 1 additional tract in Belleville Township in Essex, NJ 1 additional tract in Jersey City in Hudson, NJ 1 additional tract in Union Township in Union, NJ (1 less tract in Flushing–Clearview in Queens, NY) (1 less tract in Ridgewood–Forest Hills in Queens, NY)
		Communities Added (Relative to E)	--	none	**2** Belleville Township in Essex, NJ is added Union Township Hudson, NJ is added
		Communities Removed (Relative to E)	--	**1** (Ridgewood-Forest Hills, Queens, NY is removed)	**1** (Ridgewood–Forest Hills in Queens, NY is removed)

AGENDA

CBDTP Re-Evaluation Comments

Friday May 3rd 1:00-2:30

1. Intro (Rick, Emily and Sharon) (**5 minutes**)
2. Overarching comments (**15 minutes**)
    a. Discuss adding one more section to this document for an "Overall Conclusion". This section would summarize the overall effects of the project based on all the information in the reevaluation and would summarize the effects of the project with implementation of mitigation. There would be an explanation on how mitigation reduces the overall impacts below the level of significance.
    b. Are the "Conclusion" paragraphs in each section needed? Especially if we add another section for overall conclusions.
    c. We added additional text showing the project sponsors the type of analysis needed. The intent is to make the document more legally defensible. Is leadership comfortable with this approach?
3. Highest Risk Area Comments
    a. Traffic (**10 minutes**)
        i. Discussion on gridlock days.
    b. Air Quality (**15 minutes**)
        i. NAAQS and MSAT effects by county
    c. Taxi FHV in EJ and Econ Chapters (**15 minutes**)
        i. Adverse effects
    d. Truck Diversion Effects on EJ populations (90or90 90&90) (**15 minutes**)
        i. Discussion on how mitigation will reduce effects
4. Do we need to add the mitigation monitoring plan into the Re-Evaluation? (It was in the Final EA.) Could the project sponsors note the location of the Table in the Final EA? (**5 minutes**)
5. Other Comments (**5 minutes**)

Event: FHWA Re-Eval.

Start Date: 2024-05-31 20:00:00 +0000

End Date: 2024-05-31 20:30:00 +0000

Organizer: C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

Location: Microsoft Teams Meeting

Class: X-PERSONAL

Date Created: 2024-09-04 16:17:27 +0000

Date Modified: 2024-09-04 16:17:27 +0000

Priority: 1

DTSTAMP: 2024-05-31 15:47:07 +0000

Attendee: Friman, Paul <pfriman@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Crim, Stephen <stephen.crim@mtabt.org>; Lee, Minha <minha.lee@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Fogle, Angela (FHWA) <Angela.Fogle@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Doliner, Katie R. <Katie.Doliner@wsp.com> <Katie.Doliner@wsp.com>; Stratton, Matt <Matt.Stratton@wsp.com> <Matt.Stratton@wsp.com>; Tadross, Edward <Edward.Tadross@wsp.com> <Edward.Tadross@wsp.com>; Lovegrove, Alice <Alice.Lovegrove@wsp.com> <Alice.Lovegrove@wsp.com>; Julie Cowing <jcowing@akrf.com>; mahillen@fhistudio.com <mahillen@fhistudio.com>; Campbell, Armani <armani.campbell@mtabt.org>; Houck, Ivory <ivory.houck@mtabt.org>

Alarm: Display the following message 15m before start

> Reminder

Hello Everyone,

Please note this is an urgent discussion, and requires a meeting to be held today, May 31.

Thanks,

Ivory

_____

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Event: Update on NYC Congestion Pricing Actions

Start Date: 2024-06-06 13:00:00 +0000

End Date: 2024-06-06 13:30:00 +0000

Organizer: Bhatt, Shailen (FHWA) <shailen.bhatt@dot.gov>

Location: Microsoft Teams Meeting

Class: X-PERSONAL

Date Created: 2024-08-16 14:46:48 +0000

Date Modified: 2024-08-16 14:46:48 +0000

Priority: 5

DTSTAMP: 2024-06-05 23:43:07 +0000

Attendee: White, Kristin (FHWA) <kristin.white@dot.gov>; Shepherd, Gloria (FHWA) <Gloria.Shepherd@dot.gov>; Benjamin, Randall (FHWA) <randall.benjamin@dot.gov>; Butler, Ayanna (FHWA) <jennifer.a.butler@dot.gov>; Gates, Angela (FHWA) <Angela.Gates@dot.gov>; Fleury, Nicolle (FHWA) <Nicolle.Fleury@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Knopp, Martin (FHWA) <Martin.Knopp@dot.gov>; Nelson, Thomas (FHWA) <thomas.nelson@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Rusnak, Allison (FHWA) <Allison.Rusnak@dot.gov>; Hines, LaToya (FHWA) <latoya.hines@dot.gov>; Stillson, Dan (FHWA) <Dan.Stillson@dot.gov>; Bobba, Corey (FHWA) <Corey.Bobba@dot.gov>; Singer, Nancy (FHWA) <Nancy.Singer@dot.gov>; Harkins, Michael (FHWA) <Michael.Harkins@dot.gov>; Keitt, Samantha (FHWA) <samantha.keitt@dot.gov>

Alarm: Display the following message 15m before start

> Reminder

Purpose: Update on NYC congestion pricing actions (re-evaluation and VPPP tolling agreement)

RAH:

* Briefing Memo attached
* Re-Eval Summary Tables attached
* NYT Article attached
* Governor’s Press Event Remarks: https://youtu.be/kRVEYLjYBcg <https://gcc02.safelinks.protection.outlook.com/?url=https:%2F%2Fyoutu.be%2FkRVEYLjYBcg&data=05%7C02%7CMichael.Harkins%40dot.gov%7Cf64c33941891490ca46808dc85b94055%7Cc4cd245b44f04395a1aa3848d258f78b%7C0%7C0%7C638532278433161418%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzli

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POC: Rick

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Meeting ID: 266 693 135 055

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Phone conference ID: 728 766 220#

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The United States Department of Transportation

Org help <https://ocioclientcenter.dot.gov/esc>

NEW YORK STATE ASSOCIATION OF MPOs
DIRECTORS GROUP
JUNE 14, 2024
11:00 AM

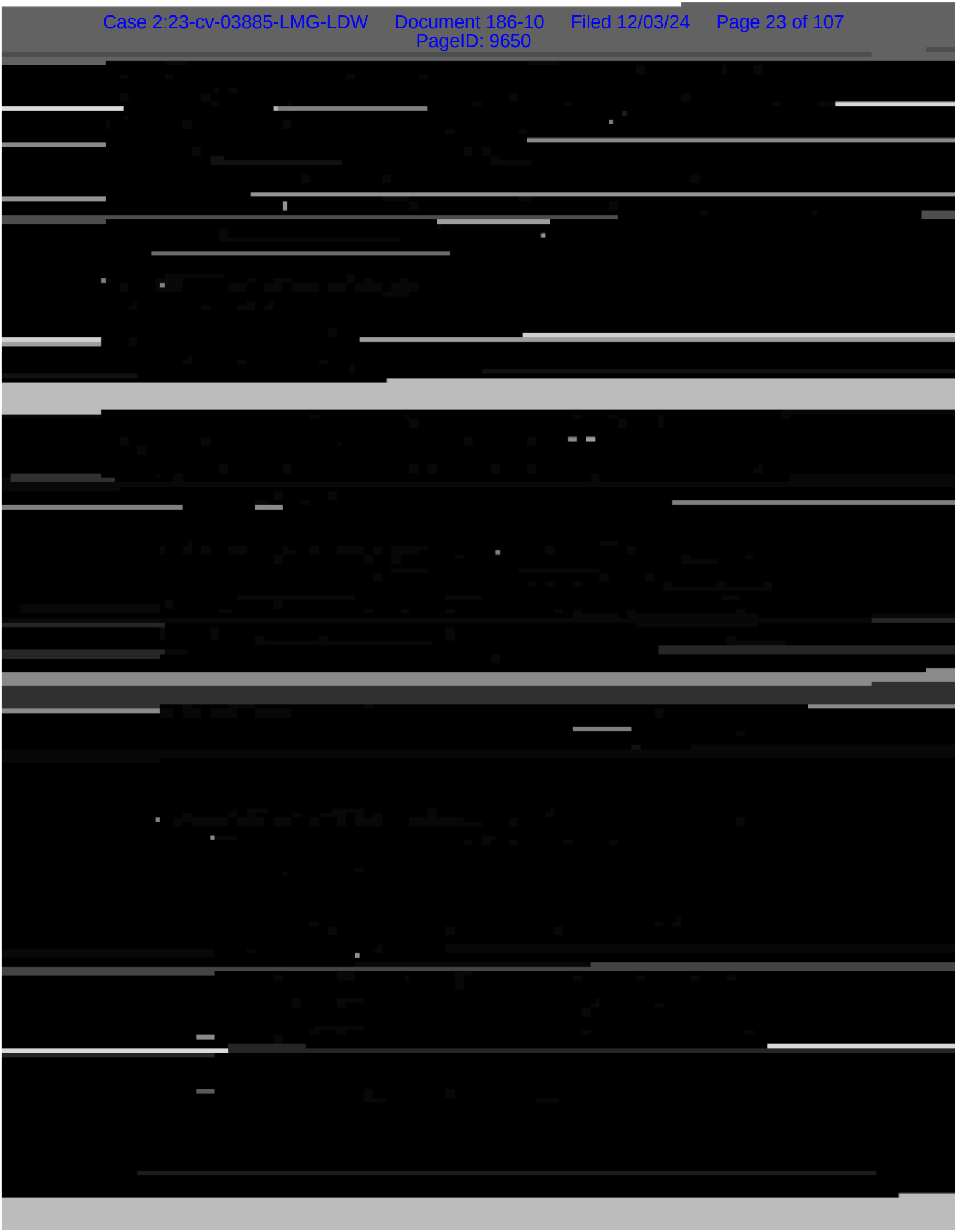
Zoom Meeting:
https://us06web.zoom.us/j/81592583133?pwd=Hb3GebU8UL7HShGp2C5TMuJt4rNePV.1
Phone: (646) 558-8656
ID: 815 9258 3133 | Passcode: 445034

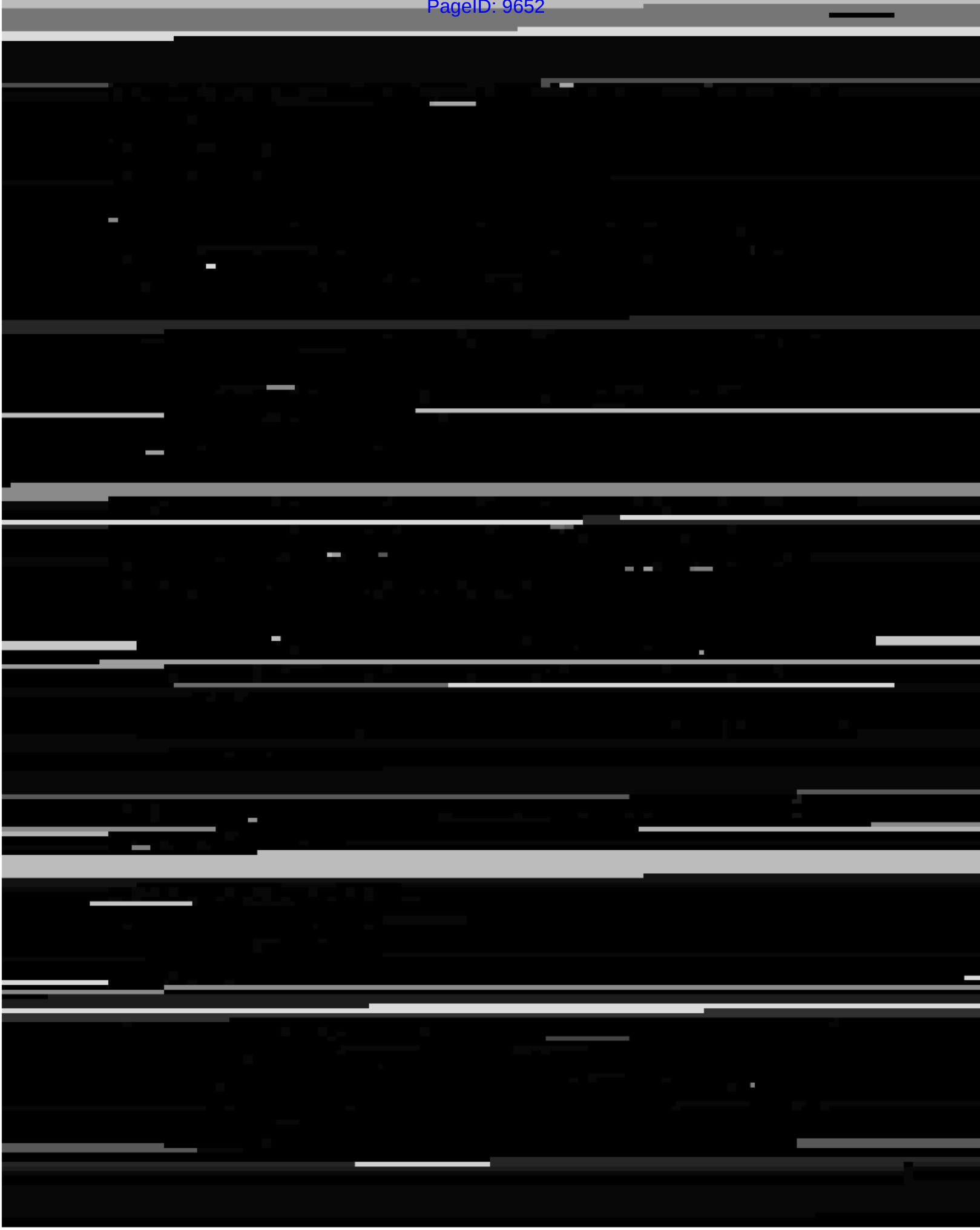
AGENDA

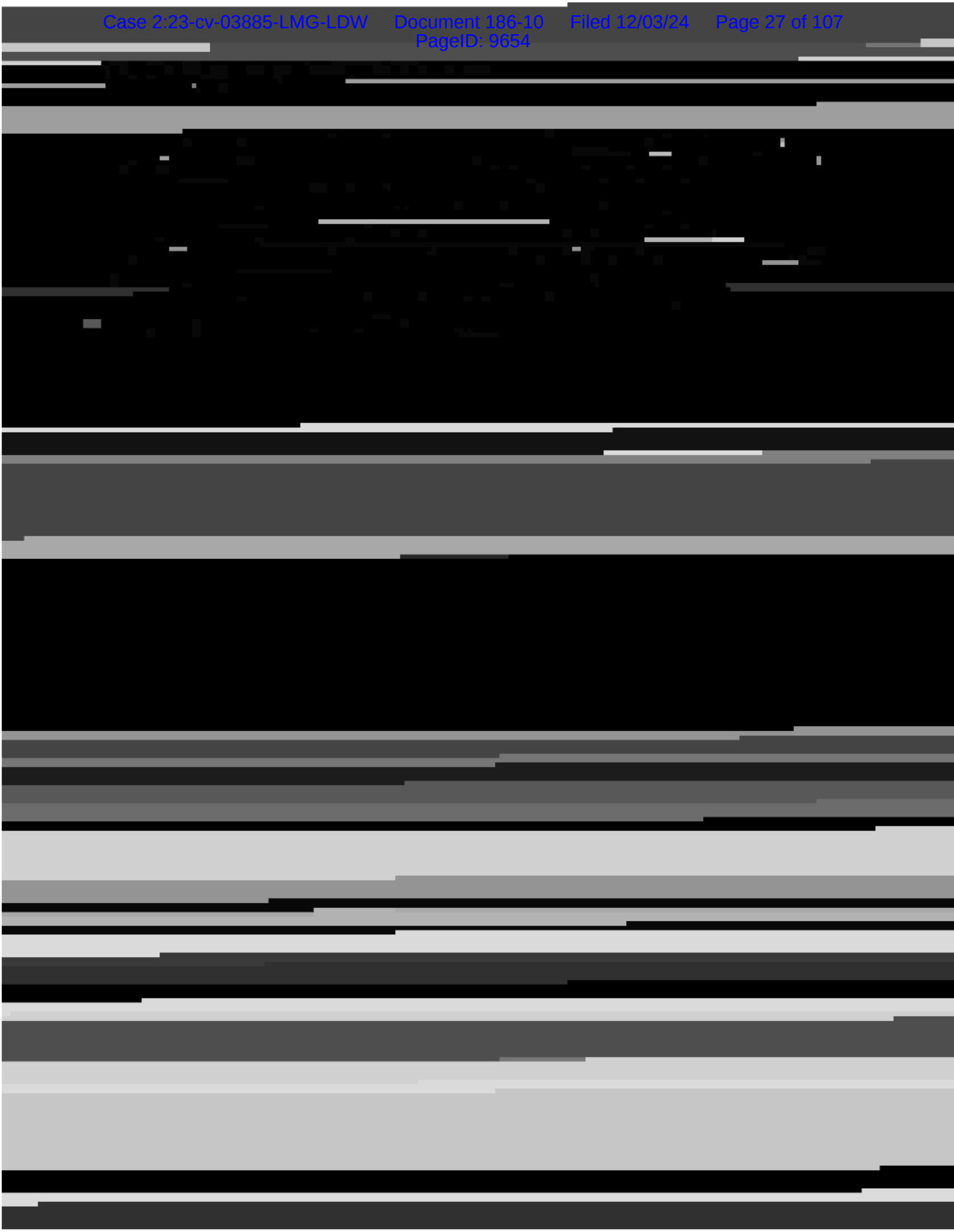
1.	Participating	Yonkoski
2.	NYSAMPO	
	a. Pavement Data	D'Agostino
3.	NYSDOT	
	a. Transportation Master Plan Update	Smith-Lemmon
4.	NYC Congestion Pricing Update	Levine
5.	MPO Roundtable	All
6.	Old Business	Yonkoski
	a. TIP Schedule	
	b. TAP/CMAQ/CRP Schedule	
	c. Bridge NY Update	
7.	Miscellaneous Announcements/New Business	All

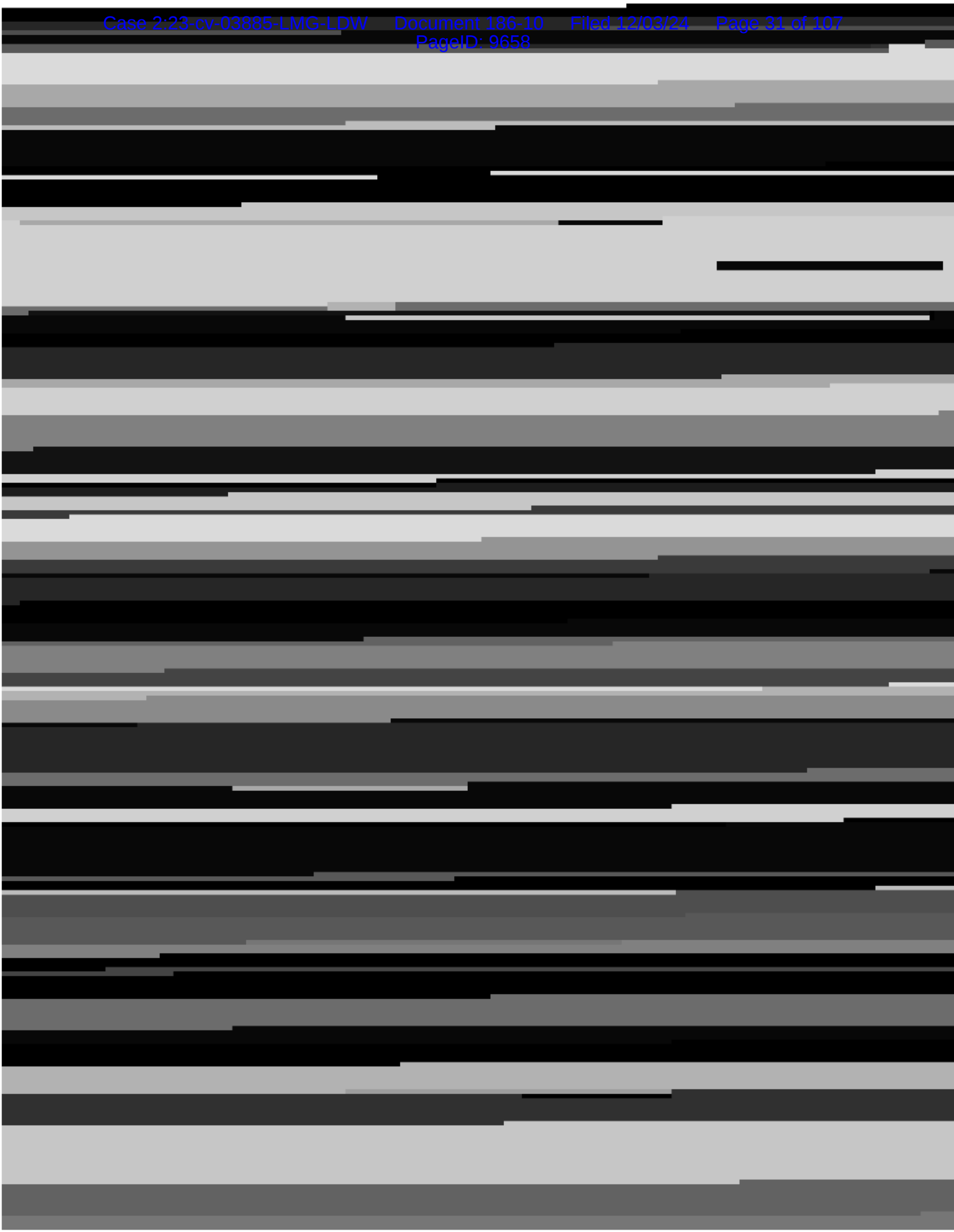
CALENDAR

June 17, 2024	Public Engagement Working Group
June 21, 2024	GIS Working Group
June 28, 2024	Modeling Working Group
June 28, 2024 (tentative)	Directors Group



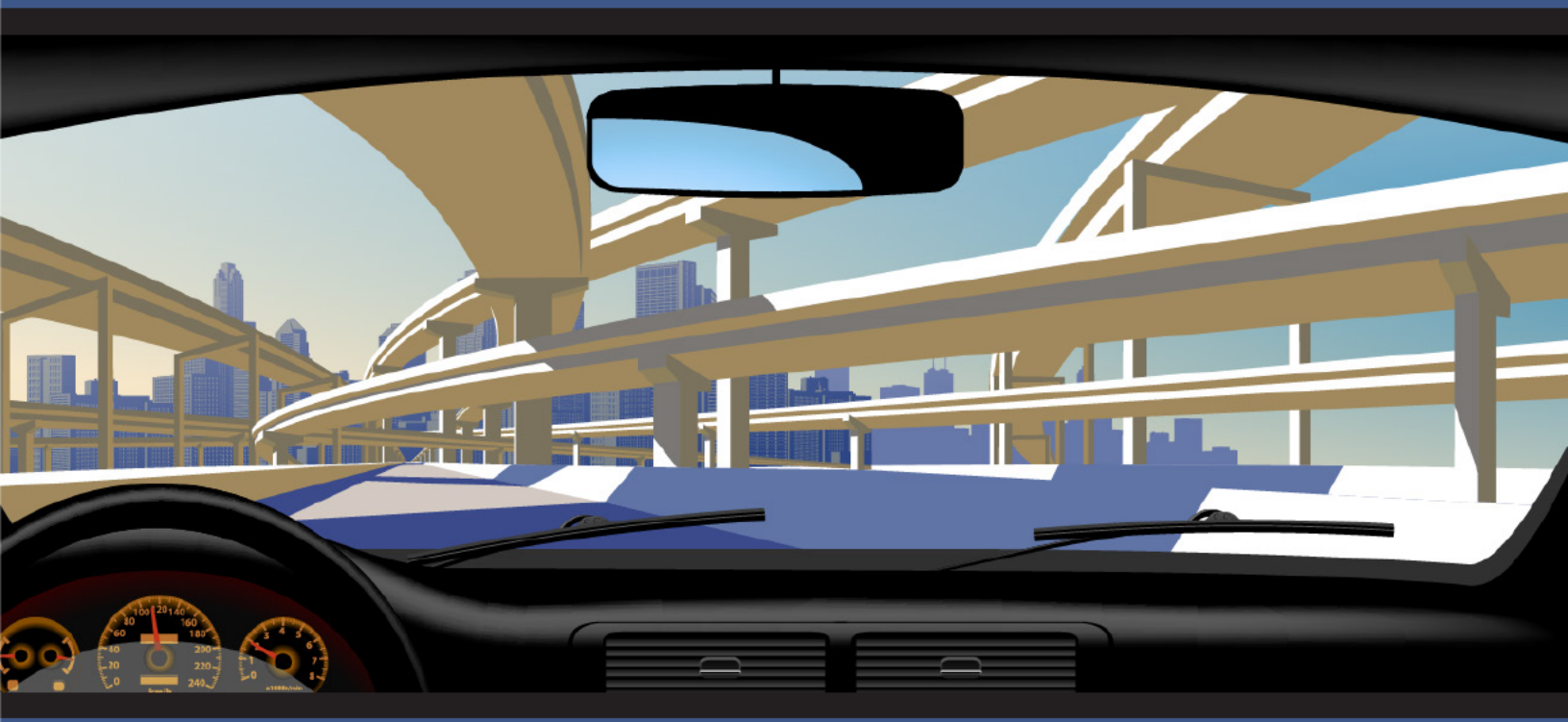






NYMTC
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
DRAFT FOR PUBLIC COMMENT APRIL 24, 2024



TRANSPORTATION CONFORMITY DETERMINATION

Prepared for New York Metropolitan Transportation Council's Federal Fiscal Years (FFYs) 2023-2027 Transportation Improvement Program (TIP) and FFYs 2022-2050 Regional Transportation Plan, as amended

Disclaimer

Title VI/Non-Discrimination Program

The New York Metropolitan Transportation Council (NYMTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act of 1973, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and all other related nondiscrimination statutes, rules, regulations, and executive orders cited in its Title VI/Non-Discrimination Program.

NYMTC assures that no person or group(s) of persons shall, on the grounds of race, creed, color, national origin, sex, marital status, disability, age, sexual orientation or income level, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally mandated metropolitan transportation planning process undertaken by NYMTC, whether the activities are federally funded or not. It is also the policy of NYMTC to ensure that its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects based on race, creed, color, national 8 origin, sex, marital status, disability, age, sexual orientation or income level.

Minority and low-income communities, as identified through the United States Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NYMTC will provide meaningful access to services for persons with limited English proficiency. Regarding the distribution of federal-aid funds to eligible subrecipients, NYMTC will include Title VI/non-discrimination language in all written agreements entered into through its administrative host, the New York State Department of Transportation, and will monitor those agreements for compliance.

NYMTC is responsible for initiating and monitoring the organization's Title VI/NonDiscrimination Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

Acronyms

ABBREVIATION	EXPLANATION
ACS	American Community Survey
BRT	Bus Rapid Transit
CAAA90	Clean Air Act Amendments of 1990
CEMDAP	Comprehensive Econometric Microsimulator for Daily Activity Travel Patterns
CEMSELTS	Comprehensive Econometric Microsimulator of Socioeconomics, Land Use and Transportation Systems
CFR	Code of Federal Regulations
CO	Carbon Monoxide
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GA	Generation Allocation
GIS	Geographic Information Systems
GISDK	Geographical Information Systems Developer Kit
GTFS	General Transit Feed Specification
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
LMP	Limited Maintenance Plan
MDP	Model Design Plan
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standards
NHTS	National Household Travel Survey
NOx	Nitrogen Oxides

NYBPM	New York Best Practice Model
NYCRR	New York Codes, Rules and Regulations
NYMTC	New York Metropolitan Transportation Council
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSICG	New York State Interagency Consultation Group
OCTC	Orange County Transportation Council
PANYNJ	Port Authority New York and New Jersey
PATH	Port Authority Trans-Hudson
$PM_{2.5}$	Fine Particulate Matter (2.5 Microns or Smaller in Diameter)
PONA	Poughkeepsie Ozone Nonattainment Area
PPS-AQ	Post Processor Software for Air Quality
PUMS	Public Use Microdata Sample
RES	Regional Establishment Survey
RHTS	Regional Household Travel Survey
SED	Socioeconomic and Demographic
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvement Program
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measures
TIP	Transportation Improvement Program
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

TABLE OF CONTENTS

1 INTRODUCTION

This Transportation Conformity Determination for the Federal Fiscal Years (FFYs) 2023-2027 Transportation Improvement Program (TIP) and FFYs 2022-2050 Regional Transportation Plan (Plan), as amended, was developed by the New York Metropolitan Transportation Council (NYMTC), as the designated metropolitan planning organization (MPO) for New York City, Long Island and the lower Hudson Valley, to demonstrate that its TIP and Plan conform to the motor vehicle emissions budgets set by the State Implementation Plan (SIP) for Air Quality. These budgets are set forth in the New York State SIP for the nonattainment and maintenance areas designated under the Clean Air Act Amendments of 1990 (CAAA90) that fall in whole or in part within the NYMTC planning area. In accordance with 40 CFR 93 Subpart A, this Transportation Conformity Determination is being issued in conjunction with the adoption of amendments to NYMTC's FFYs 2023-2027 TIP and FFYs 2022-2050 Regional Transportation Plan, and the need to determine conformity for the following areas:

- The New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area, which includes all NYMTC counties except for Putnam County.
- The Poughkeepsie Ozone Nonattainment Area (PONA), which includes Dutchess, Orange and Putnam counties.
- The New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Maintenance Area, which includes all NYMTC counties except Putnam County, as well as Orange County.

In addition, this Transportation Conformity Determination complies with related federal and New York State regulations, including:

- 23 CFR § 450.322 - Congestion management process in transportation management areas.
- 23 CFR § 450.324 - Development and content of the metropolitan transportation plan.
- 23 CFR § 450.326 - Development and content of the transportation improvement program (TIP).
- 23 CFR § 450.328 - TIP revisions and relationship to the STIP (Statewide Transportation Improvement Program).
- 40 CFR § 93.108 through 40 CFR § 93.119 - Fiscal constraint, various criteria and procedures, modeling, consultation, Transportation Control Measures, and motor vehicle emissions budgets.
- 6 NYCRR Subparts 240-1 (Transportation Conformity General Provisions); 240-2 (Consultation) and 240-3 (Regional transportation-related emissions and enforceability).

2 TRANSPORTATION CONFORMITY REQUIREMENTS

The intent of the transportation conformity requirements is to fully coordinate transportation and air quality planning to ensure that an MPO's Plan and TIP will not:

1) Cause or contribute to any new violation of the National Ambient Air Quality Standards (NAAQS);
2) Increase the frequency or severity of any existing NAAQS violations; or
3) Delay timely attainment of the NAAQS or any required interim emissions reductions or other milestones in any area.

Transportation conformity requires that the overall set of planned and programmed transportation investments contained in an MPO's fiscally constrained Plan and TIP result in forecasted mobile source emissions levels that conform to the mobile source emissions budgets in the SIP. Therefore, NYMTC, as an MPO, must consider the air quality impacts of its transportation investments as part of the decision-making process. This establishes a framework by which NYMTC's program can improve air quality in the region and meet the NAAQS.

This Transportation Conformity Determination is based on a regional mobile source emissions analysis conducted using NYMTC's transportation demand model, the New York Best Practice Model (NYBPM), and the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) model. The NYBPM used for this conformity analysis was validated against observed counts for a base year (2019) that is not more than 10 years prior to the date of the conformity determination.

2.1 RELEVANT FEDERAL REGULATIONS

The following federal regulations, in part, define the requirements and purpose of Transportation Conformity:

- 40 CFR § 50.1 through 40 CFR § 50.19 establishes NAAQS for various pollutants.
- 40 CFR § 51.372 requires the development of SIPs to achieve these NAAQS.
- 40 CFR § 93.100 through 40 CFR § 93.129 establishes transportation conformity criteria and procedures.
- 40 CFR § 51.390 requires the SIP, for transportation conformity, to address three subsequent sections:
    - 40 CFR § 93.105 (consultation procedures);
    - 40 CFR § 93.122 (written commitments to implement control measures that are not contained in the Plan or TIP); and
    - 40 CFR § 93.125(c) (written commitments to implement mitigation measures).

On October 3, 2013, the New York State Department of Environmental Conservation (NYSDEC) submitted a SIP revision, 6 NYCRR § 240, that addressed these three provisions. This SIP revision was approved by USEPA on September 29, 2014.

2.2 New York State Implementation Plan (SIP)

42 U.S.C. § 7407 declares that:

> *Each State shall have the primary responsibility for assuring air quality within the entire geographic area comprising such State by submitting an implementation plan for such State which will specify the manner in which national primary and secondary ambient air quality standards will be achieved and maintained within each air quality control region in such State.*

Per 40 CFR § 51.372, SIPs are developed to demonstrate that a state has appropriate program components in place, and to identify emission control programs that the state will rely on to meet and maintain the NAAQS in air quality control regions designated by USEPA under CAAA90. State SIPs must also account for pollution that contributes to visibility impairment, otherwise known as regional haze.

The New York SIP is made up of many related actions that have been taken to meet these CAAA90 requirements, such as infrastructure assessments, rate-of-progress plans, attainment demonstrations, and regulations. Regarding metropolitan transportation planning, it establishes motor vehicle emissions budgets.

2.3 Consultation Procedures

6 NYCRR § 240-2 is the New York State regulation that identifies the appropriate agencies, procedures, and allocation of responsibilities for consultation as required by 40 CFR § 93.105. NYMTC followed this State regulation by participating in meetings, teleconferences, and other communications with the New York State Interagency Consultation Group (NYSICG). This consultation process ensures that NYMTC has used the following in this Transportation Conformity Determination:

- The latest available planning assumptions;
- An acceptable transportation demand modelling approach;
- The appropriate mobile-source emissions model and post-processor;
- The appropriate consideration of non-exempt and regionally significant transportation improvement projects in the regional emissions analysis; and
- The required mobile source emissions tests to determine conformity with the SIP mobile source emissions budgets.

This transportation conformity determination has been developed in consultation with the NYSICG, whose members include representatives from USEPA, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), NYSDEC and the New York State Department of Transportation (NYSDOT). All air quality categorization and coding of projects proposed for the Federal Fiscal Years (FFYs) 2023-2027 TIP and FFYs 2022-2050 Plan, as amended, were reviewed by the NYSICG throughout the development process for the TIP. The NYSICG was also consulted to discuss analysis methodologies and review other compliance issues as needed.

2.4 Transportation Control Measures

6 NYCRR § 240-3.1 specifies that written commitments for control and mitigation measures that are not included in the Plan and TIP must be obtained before transportation conformity can be determined.

Transportation Control Measures (TCMs) are strategies that are specifically identified and committed to in the SIP or listed in Section 108 of the CAAA90. TCMs reduce mobile source emissions by reducing vehicle use or by improving vehicular traffic flow. Strategies or programs that reduce emissions by improving vehicle technologies, fuels, maintenance practices are not considered TCMs. Federal and state conformity regulations require all TIPs and Plans to provide for the timely implementation of TCMs within a nonattainment area from the applicable SIP and to ensure that no project in the TIP or Plan interferes with the implementation of any TCMs.

There are currently no TCMs in the SIP. All TCMs within the NYMTC planning area that were previously included in the SIP have either been completed or, in a few special cases, removed from the SIP. In addition, no project in the FFYs 2023-2027 TIP or the FFYs 2022-2050 Plan, as amended, will interfere with the timely implementation of TCMs in other areas.

2.5 Public Participation

NYMTC's Public Involvement Plan and Public Participation Operating Procedures require the TIP, Plan and related Transportation Conformity Determinations to be publicly reviewed prior to adoption. NYMTC seeks public comment on the draft Conformity documentation through notification of interested parties and media outlets for a thirty-day public comment period and related public review meetings.

The public comment period for this Transportation Conformity Determination was from April 24th, 2024 through May 23rd, 2024.

3 FORECASTING DEMAND

To determine the impact of future non-exempt and regionally significant transportation projects, NYMTC uses the New York Best Practice Model (NYBPM), an activity-based and tour-based travel demand model, to predict and simulate detailed travel patterns for every household in the 28-county study area, over a 24-hour weekday period, based on their travel behavior.

3.1 MODEL COMPONENTS

The NYBPM simulates the daily activities (i.e., work, school, or leisure travel) of all individuals residing in a household using intra-household interactions that are constrained by choice of travel with regards to mode, cost, time, and space, to predict the travel characteristics of that household. The model uses tours (travel between two primary locations including stops) as a unit of travel rather than just home-to-work trips. Geographic Information Systems (GIS) software is used to map the existing and proposed transportation networks that are used by the models to predict tour generation, destination and mode choice, time of day travel, and trip assignment/route choice to simulate travel patterns.

3.1.1 Network Files

The NYBPM contains network files which represent the roadway and transit system in the area covered by the model. The roadway network file is encoded and simulated using TransCAD software, which features a GIS framework that provides a realistic representation of roadways. The base year 2019 roadway network contains 67,043 internal links representing roadway segments covering 21,738 centerline miles and includes all freeways and major arterials, most minor arterials, ramps and some local and collector roadways. The characteristics of these roadways represented in the network include information on the number of lanes, functional class, speed, parking regulations, and truck usage. The centerline and total lane mileage included in the NYBPM roadway network is noted in Table 1 below.

Table 1 – Roadway Centerline and Lane Miles

Area	Functional Class	Number of Links	Centerline Miles	Lane Miles
Rural	1	667	532	1,728
	2	1,495	1,077	2,384
	6	1,967	1,340	2,741
	7	1,294	843	1,691
	8	426	508	1,025
	9	1,020	557	1,127
Urban	11	4,305	1,706	4,986
	12	4,676	1,475	3,779
	14	16,231	4,319	11,498
	16	21,108	6,188	13,616
	17	3,648	1,178	2,451
	19	1,196	402	796
	20 (ramps)	9,010	1,613	1,988
Total		67,043	21,738	49,810

The transit network file contains transit service characteristics, which is used with TransCAD network settings and coding protocols to calculate the skims (or impedance) needed to predict destination, mode, and route choices. The transit network representation integrates the many diverse transit services in New York City, Long Island, northern New Jersey, and five upstate New York counties into a single TransCAD (version 9.0) route system. The transit network includes:

- Commuter rail lines (MTA Long Island Rail Road, MTA Metro-North Railroad, and New Jersey Transit);
- Rapid transit lines (MTA New York City Transit, Port Authority Trans-Hudson (PATH), Newark Light Rail, and Hudson Bergen Light Rail);
- Express, limited stop and local bus routes, as well as bus rapid transit and Select Bus Service routes; and
- Ferry services and an aerial tramway.

In the NYBPM, commuter buses are separated from all other buses and included with commuter rail as a premium mode. The Staten Island Ferry is treated as part of the subway mode, and other ferry services are treated as part of the commuter rail mode.

INTEGRATED NETWORK LINK LAYER

The NYBPM 2019 base year consists of an integrated network that consists of three types of links:

- Highway network links representing the regular roadway segments which can be used for regular road vehicles and buses;
- Fixed guide way transit links representing the links exclusively used by transit modes like subway, rail, ferry, and Bus Rapid Transit (BRT); and
- Transit station connection links connecting the fixed guideway stations and road network links for station access and egress, or the transferring between transit stations.

The highway link layer was augmented with links needed to support the General Transit Feed Specification (GTFS) for bus routes. GTFS provides common format for public transportation schedules and related geographic information, including bus frequencies and other schedule data. Bus routes for transit operators without GTFS data ("non-GTFS" routes) were also conflated to conform to the integrated network link layer.

FARE AND CAPACITY DATA

NYBPM 2019 base year transit fares represent those charged by the various transit operators in 2019, in 2019 dollars. The route and line capacities used account for the fact that bus and subway lines are used by commuter rail riders in addition to other riders, and therefore reflect crowding (congested) conditions.

3.1.2 Model Structure

The activity-based model components in the NYBPM 2019 are part of CEMSELTS and CEMDAP, which each consist of several components (submodels) as shown below in Figures 3.1 and 3.2. The overall activity-based model system is defined by the integration of three key components:

- **PopGen**, the synthetic population generator;
- **CEMSELTS**, the socioeconomic modeling system; and
- **CEMDAP**, the activity-based modeling engine.

PopGen (Population Generator) generates the population and related socioeconomic attributes (i.e., age, sex) for the entire region by expanding the data from a known sample population. The NYMTC socioeconomic demographic (SED) dataset serves as the primary source for the expansion, and is enriched with block group level data from the American Community Survey (ACS).

CEMSELTS (Comprehensive Econometric Microsimulator of Socioeconomics, Land use and Transportation Systems) is the component used to produce additional socioeconomic and demographic attributes for each person in the synthetic population with a view to develop a rich set of input data for the activity-based microsimulation model system. All the variables that can be simulated by CEMSELTS

are stripped away from the synthetic population generated by PopGen and replaced with simulated values from CEMSELTS. The resulting richer set of inputs is then fed to CEMDAP, to simulate complete daily activity-travel patterns for the population of the model region.

CEMDAP (Comprehensive Econometric Microsimulator for Daily Activity-travel Patterns) is a microsimulation implementation of a continuous-time activity-travel modeling system. It takes as input the disaggregate "agent" level sociodemographics, land use patterns, and transportation system level-of-service characteristics, and model parameters for the region, to provide as outputs the detailed individual level daily activity-travel patterns for all the individuals in the study area. "Agents" in this case refer to the individuals who live in the model region, who are performing the activities that result in the travel being modeled.

Figure 3.1 shows the CEMSELTS model structure and order of execution of the components, and Figure 3.2 shows the CEMDAP model structure and order of execution of the components (note that some of the CEMDAP components may be executed in parallel). Generally, the activity-scheduling models (the large lower box in Figure 3.2) are dependent on the results of components of the generation-allocation (GA) model system (the upper box).

Figure 3.1 CEMSELTS Structure and Flow

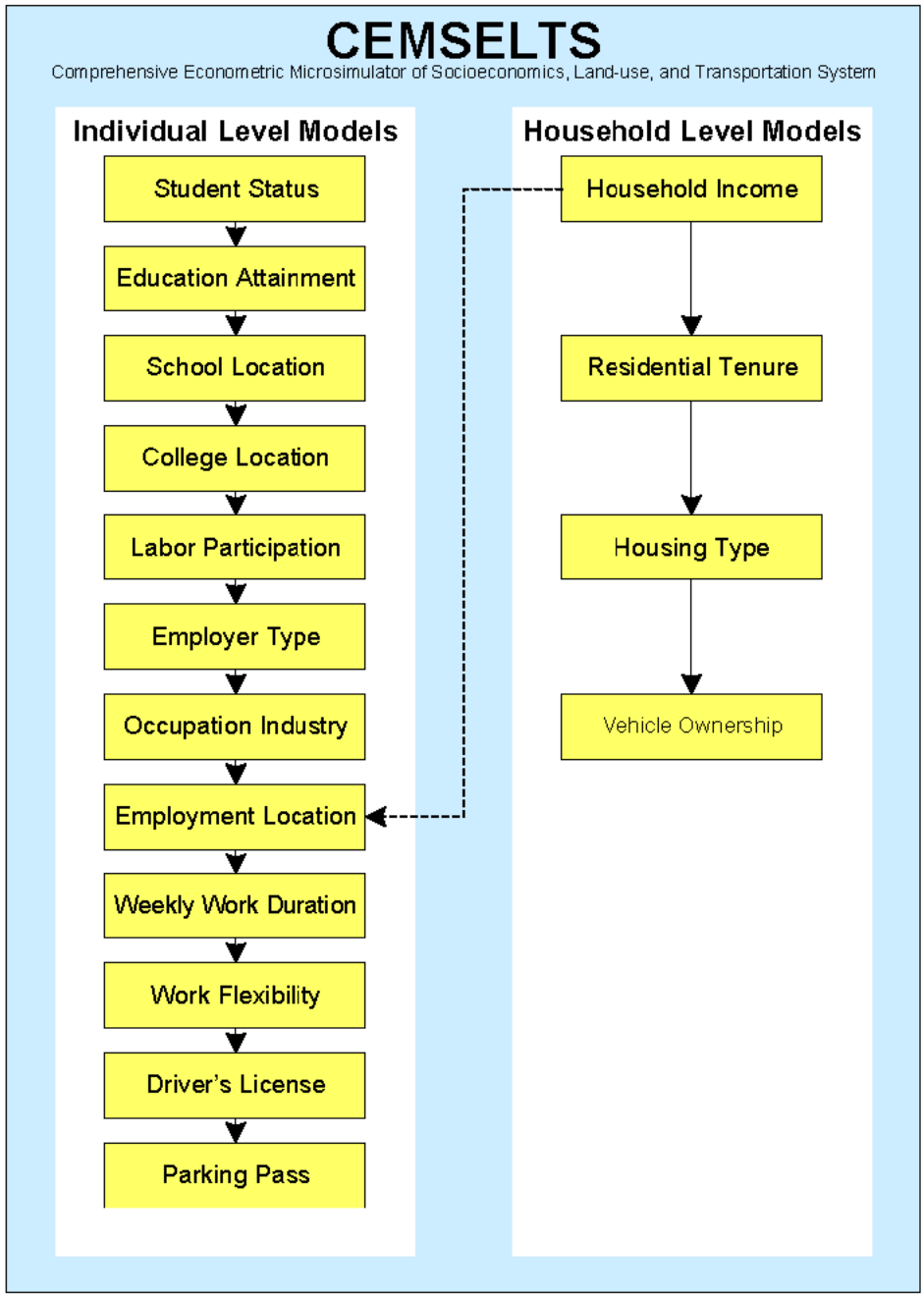
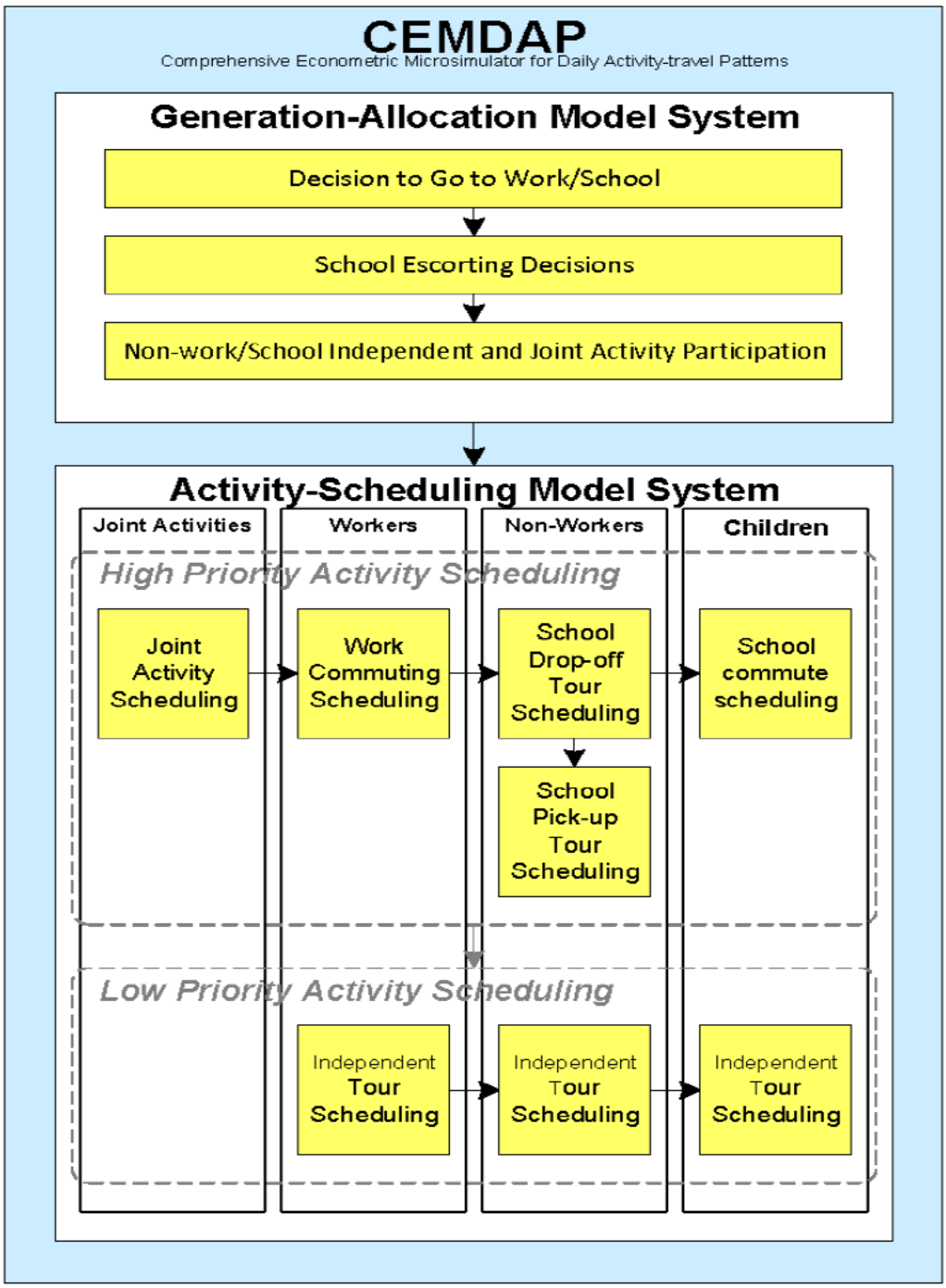


Figure 3.2 CEMDAP Structure and Flow



The Model takes input data from various sources and uses statistical processes and mathematical equations to formulate outputs. There are several types of these formulations, and the estimation procedure uses observed data from a variety of sources. All input data sources are the latest available for use at the time of model development and include the following:

- Regional Household Travel Survey (RHTS), conducted by NYMTC and North Jersey Transportation Planning Authority (NJTPA) in 2010 – 2011. This survey was conducted in the fall 2010 through fall 2011. The data became available in October 2014.
- Regional Establishment Survey (RES), conducted by NYMTC in 2015 – 2016. This data became available in the spring of 2018.
- The 2019 1-year Public Use Microdata Sample (PUMS), which is part of the American Community Survey (ACS) conducted by the U.S. Census Bureau. The data became available in October 2020, which was the most recent available at the time.

3.2 Model Inputs

The NYBPM is updated approximately every three to four years with new data to ensure that the model is current. The year for which the data is refreshed is called the base year. The base year of the current model is 2019. In addition, the NYBPM requires several data as inputs to predict travel demand on the transportation systems for any future scenario year. The data requirements are described in the sections below.

3.2.1 Transportation Analysis Zones (TAZs)

The NYBPM TAZ system is the underlying spatial structure for the representation of the socioeconomic and demographic characteristics of the area covered by the NYBPM, as well as the roadway and transit networks.

For the 28-county modeling area, 5,418 zones were created based on land use and socioeconomic data collected for the SED 2055 dataset, which has a base year of 2017. These zones were based on census tracts and varied from one tract per zone to several tracts per zone. At the time of model development, sufficient data on the 2020 census was not available to update the TAZ's based on the 2020 Census. As such, it was not possible to update the TAZ's based on the new Census for this model update.

Table 2 shows the NYBPM TAZ system by County, Districts and Sub-Region.

Table 2 - NYBPM Zone System – 2019 Base Year TAZs by County, Districts and Sub-Region

State (3)	County (28)			District (31)		Sub-Region	TAZs Range		# of TAZs	# Census Tracts 2010
	#	FIPS	Name							
NY	1	36061	New York	1	CBD: Lower	CBD	1	14	14	288
				2	CBD: Valley		15	107	93	
				3	CBD: Midtown		108	165	58	
				4	Other Manhattan	Upper Manhattan	166	335	170	
	2	36081	Queens	5	Queens	Other NYC	336	1,004	669	669
	3	36005	Bronx	6	Bronx		1,005	1,343	339	339
	4	36047	Kings	7	Kings		1,344	2,103	760	761
	5	36085	Richmond	8	Richmond		2,104	2,212	109	111
	6	36059	Nassau	9	Nassau	Long Island	2,213	2,491	279	284
	7	36103	Suffolk	10	Suffolk		2,492	2,813	322	323
	8	36119	Westchester	11	Westchester	Mid-Hudson	2,814	3,036	223	223
	9	36087	Rockland	12	Rockland		3,037	3,101	65	65
	10	36079	Putnam	13	Putnam		3,102	3,120	19	19
	11	36071	Orange	14	Orange		3,121	3,200	80	79
	12	36027	Dutchess	15	Dutchess		3,201	3,279	79	79
NJ	13	34003	Bergen	16	Bergen	New Jersey NJTPA Core Area	3,280	3,467	188	179
	14	34031	Passaic	17	Passaic		3,468	3,568	101	100
	15	34017	Hudson	18	Hudson		3,569	3,754	186	166
	16	34013	Essex	19	Essex		3,755	3,983	229	210
	17	34039	Union	20	Union		3,984	4,098	115	108
	18	34027	Morris	21	Morris	New Jersey NJTPA Other	4,099	4,199	101	100
	19	34035	Somerset	22	Somerset		4,200	4,280	81	68
	20	34023	Middlesex	23	Middlesex		4,281	4,489	209	175
	21	34025	Monmouth	24	Monmouth		4,490	4,642	153	144
	22	34029	Ocean	25	Ocean		4,643	4,778	136	126
	23	34019	Hunterdon	26	Hunterdon		4,779	4,810	32	26
	24	34041	Warren	27	Warren		4,811	4,837	27	23
	25	34037	Sussex	28	Sussex		4,838	4,881	44	41
	26	34021	Mercer	29	Mercer	New Jersey (DVRPC)	4,882	5,005	124	77
CT	27	09001	Fairfield	30	Fairfield	Connecticut	5,006	5,215	210	211
	28	09009	New Haven	31	New Haven		5,216	5,404	189	190
Subtotal									**5,404**	**5,184**
Special Generator Zones							6,151	6,164	14	
Total TAZs									**5,418**	

3.2.2 Socioeconomic and Demographic (SED) Forecasts

Federal planning regulations require NYMTC to prepare and adopt long-range SED forecasts to be used in transportation and land use analyses. To do this, employment, population, labor force and household models were employed for the area covered by the NYBPM to produce the following forecasted variables by county/borough in five-year intervals:

- Population Variables: total population, household population, group quarters population
- Employment Variables: total employment, payroll employment, self-employment
- Labor Force Variables: labor force, employed labor force
- Household Variables: total households, average household size

Forecasts of total employment, total population, and total households for the NYMTC planning area are shown in Table 3.

A description of each SED model is provided below:

- ***POPULATION*** - The Population Model is produced using a cohort-component (CC) method. The CC method divides the population into age and sex cohorts in five-year intervals and uses historical birth and death rates to estimate the net change in population and net migration. The Population Model results for each county were adopted on October 22, 2020, as part of the 2055 SED forecasts.
- ***EMPLOYMENT*** - The Employment Model generates the county-level employment forecasts that serve as a basis for generating work trips in the journey-to-work forecasting process. It averages the third-party forecasts to form a base level of payroll employment and to determine the growth rate for each county over the forecast horizon. The Employment Model outputs for each county/borough were adopted on October 22, 2020, as part of the 2055 SED forecasts.
- ***LABOR FORCE*** – The Labor Force Model converts population projection inputs into estimates of civilian labor force by combining various other inputs through a series of calculations. The other key functions are to generate estimates of Labor Induced Migration, and to provide an estimate of the employed labor force by county of residence.
- ***HOUSEHOLDS*** - The Household Model forecasts the average household size and the number of households for each county. The number of households is determined by dividing the household population by average household size. A headship rate (a ratio of household-heads to the corresponding household population) was used to forecast the projected number of households.

Table 3 - Employment, Population, and Households for NYMTC Counties[1]

		2017	2025	2026	2035	2045	2050
Bronx County	Employment	413	432	435	462	488	508
	Population	1,443	1,516	1,521	1,574	1,617	1,634
	Households	502	530	532	551	566	574
Kings County	Employment	941	974	981	1,049	1,116	1,149
	Population	2,650	2,760	2,770	2,861	2,928	2,957
	Households	982	1,031	1,036	1,074	1,104	1,118
New York County	Employment	2,832	2,890	2,900	2,983	3,039	3,067
	Population	1,663	1,698	1,704	1,755	1,782	1,791
	Households	793	827	830	856	867	873
Queens County	Employment	788	803	810	870	946	998
	Population	2,323	2,419	2,425	2,484	2,517	2,529
	Households	812	853	856	883	897	904
Richmond County	Employment	141	144	145	156	164	169
	Population	483	491	492	499	505	508
	Households	170	173	174	177	179	180
Nassau County	Employment	631	640	644	684	710	724
	Population	1,363	1,364	1,372	1,441	1,493	1,520
	Households	450	461	463	481	494	503
Suffolk County	Employment	692	692	695	719	734	742
	Population	1,498	1,515	1,523	1,594	1,654	1,674
	Households	508	529	532	558	574	580
Putnam County	Employment	30	30	30	31	32	32
	Population	99	99	100	104	108	108
	Households	36	37	37	39	39	39
Rockland County	Employment	129	135	136	143	149	152
	Population	325	332	335	360	390	406
	Households	103	107	108	115	123	128
Westchester County	Employment	486	487	489	505	524	530
	Population	975	969	972	996	1,010	1,008
	Households	356	363	364	373	376	376

*Numbers are in thousands

The NYBPM requires 16 SED forecast variables as primary inputs for travel demand forecasting. These variables are derived from the county-level population, employment, household, and labor force forecasts.

[1] County-level forecasts were further disaggregated to 16 variables at the TAZ level. NYMTC has incorporated major future land use developments in the region as a base for the TAZ disaggregation process. Information on these projects and their timelines were submitted to NYMTC staff by the relevant member agencies. The threshold for major developments is a minimum of 50 residential units or 15,000 square feet for commercial developments. Forecasts for 2026 were interpolated using 2025 and 2035 data.

RESIDENCE-BASED VARIABLES INCLUDE:

Total Population

Household Population

Group Quarters Population – Total, In Institutions, Homeless/Streets, and Other

Number of Households – Total

Average Household Size

Mean Household Income (constant 2017 dollars)

Employed Labor Force

WORKPLACE-BASED VARIABLES INCLUDE:

Employment – Total

Employment – Office

Employment – Retail

Mean Earnings per Worker (constant 2017 dollars)

School enrollment variables are as follows:

Kindergarten-12th Grade Enrollment

University Enrollment

3.2.3 Planning Assumptions

When a new regional emissions analysis is undertaken, all the latest assumptions regarding the model inputs are incorporated in that analysis. These planning assumptions fall into several general areas such as SED forecasts, transit operating policies and service levels, roadway operating policies, and "non-exempt" transportation improvement projects programmed for future years.

Based on consultation with the NYSICG and as per 40 CFR § 93.110(a), all assumptions were locked in as of **February 7th, 2024**, when the regional emissions analysis began for the FFYs 2023-2027 TIP and FFYs 2022-2050 Plan, as amended.

Descriptions of the key assumptions follow:

- ***SED FORECASTS*** - The county-level 2055 SED forecasts for population and employment were adopted by the NYMTC Program, Finance and Administrative Committee on October 22, 2020. These adopted forecasts were further disaggregated to 16 variables at the TAZ level to be used as inputs to the NYBPM. The NYMTC SED forecasts are employment driven; the smaller growth in employment yields smaller growth in both Labor Force and Population which determines the supply of workers.

- ***TRANSIT OPERATING POLICIES AND SERVICE LEVELS*** - NYMTC tracks changes to transit operating policies and service levels on an ongoing basis. These changes are reflected in the NYBPM transit network.

- ***ROADWAY OPERATING POLICIES*** - Roadway operational and tolling information is collected on an on-going basis and used to update the NYBPM roadway network. All roadway tolls in the NYMTC region, such as the New York State Thruway and bridge/tunnel tolls, were updated in the NYBPM.

- ***TRANSPORTATION IMPROVEMENT PROJECTS PROGRAMMED IN FUTURE YEARS*** - As indicated earlier, transportation conformity requires that the overall set of investments contained in an MPO's TIP and fiscally constrained Plan conform to the mobile source emissions budgets in the SIP. Therefore, transportation improvement projects programmed in future years are coded into the relevant NYBPM roadway or transit network. A complete listing of the transportation improvement projects included in the regional emissions analysis appears in Appendix 1.

- ***LONG-RANGE PLAN CONSISTENCY*** - The projects proposed to be included in the FFYs 2023-2027 TIP are consistent with the goals, desired outcomes, short-term actions, and/or projects, programs, studies and planning activities identified in the FFYs 2022-2050 Plan. This regional emissions analysis considers and evaluates all fiscally constrained transportation improvement projects within the Plan's horizon year that are "non-exempt" or "regionally significant" (i.e., non-federal, non-exempt improvements on regionally significant transportation facilities) pursuant to 40 CFR Part 93 and 6 NYCRR Part 240.

3.3 Model Outputs

The NYBPM traffic assignments produce travel demand forecasts on the transportation networks. The roadway/highway assignment outputs must undergo a series of adjustments to calculate the regional vehicle-miles of travel (VMT) and speeds before the emission rates can be applied to generate the required emissions estimates. The adjustments involve the following steps:

3.3.1 Calculating VMT

For each time-period and each link (roadway segment) in the NYBPM network, VMT is calculated by multiplying the forecasted link volume with the link length.

3.3.2 Highway Performance Monitoring System (HPMS) Reconciliation

HPMS is a national program that includes inventory information for all of the Nation's public roads as certified by the States' Governors annually. HPMS reconciliation factors are applied to the link VMTs to account for the missing local roads and adjustment of higher functional class roadways, to get an accurate estimate of the regional VMT.

The HPMS reconciliation factors (Table 4) are the ratio of the county-level HPMS-based daily VMT (provided by NYSDOT) to the NYBPM network-based daily VMT by functional class. The ratio is held constant for the future year forecasts. The Daily VMT Reconciliation factors based on HPMS 2021 generated for each county by roadway functional class (FClass) are shown below:

Table 4 - HPMS Reconciliation Factors

County	FClass	Factors
NEW YORK	11	0.826
	12	0.925
	14	0.789
	16	1.249
	17	3.079
	19	39.901
QUEENS	11	0.903
	12	1.129
	14	0.803
	16	0.860
	17	26.664
	18	1.000
	19	189.528
BRONX	11	1.020
	12	0.920
	14	1.054
	16	1.162
	17	1.601
	19	35.635
KINGS	11	0.793
	12	1.033
	14	0.601
	16	0.655
	17	2.343
	19	239.297
RICHMOND	11	0.959
	12	1.838
	14	1.422
	16	1.242
	17	10.522
	19	63.366
NASSAU	11	0.734
	12	0.937
	14	0.797
	16	0.691
	17	0.940
	19	151.712

County	FClass	Factors
SUFFOLK	2	1.000
	6	0.044
	7	0.045
	8	1.000
	9	6.630
	11	0.737
	12	1.068
	14	1.513
	16	1.091
	17	1.453
	18	1.000
	19	63.711
WESTCHESTER	7	1.000
	11	0.908
	12	0.926
	14	0.998
	16	0.737
	17	2.327
	19	51.350
ROCKLAND	1	1.000
	8	1.000
	11	0.962
	12	0.996
	14	0.921
	16	1.145
	17	3.916
	19	269.237
PUTNAM	1	1.000
	2	2.004
	4	1.000
	6	0.975
	7	0.719
	8	0.298
	11	0.891
	12	0.367
	14	2.041
	16	1.324
	17	0.967

3.3.3 Travel Time Adjustments

The NYBPM roadway network does not include any signalized intersections. To account for mid-block delays, delays at signalized intersections, delays caused by incidents (non-recurring delays) on the road network, and effects of Intelligent Transportation Systems (ITS) and signal projects, the travel time of the appropriate links are adjusted as part of post processing step for more realistic speed estimates.

4 FORECASTING EMISSIONS

This section provides a brief description of tools and methodology used to calculate the emissions inventory for the regional emissions analysis. The emissions inventory is the total emissions of specific air pollutants for each county by four time periods.

4.1 CALCULATING THE EMISSIONS INVENTORY

4.1.1 MOVES Inputs and Parameters

USEPA's MOtor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for "criteria" air pollutants (i.e., those specified by CAAA90), greenhouse gases, and air toxics. NYMTC used version MOVES3, to conduct the regional emissions analysis for the FFYs 2023-2027 TIP and FFYs 2022-2050 Plan, as amended. The NYSICG concurred on January 25th, 2024, that NYMTC will use MOVES3 as the regulatory emission model in the NYMTC Post-Processor Software for Air Quality (PPS-AQ) for the regional emissions analysis. MOVES estimates emissions from all the on-road vehicles including cars, trucks, motorcycles, and buses.

There are two options for using MOVES to forecast emissions: 1) inventory mode; and 2) emissions rate mode. The inventory mode calculates total emissions inventory based on vehicle miles of travel and vehicle population data. The emission rate mode produces a look-up table of emission rates including emissions per unit of distance for running emissions, the rate per profile for evaporative processes, and the rate per vehicle for starts and extended idling. As per USEPA guidance, NYMTC can use either method to conduct regional emissions analyses. NYMTC, with the concurrence of the NYSICG, chose to use the emissions rate mode for its emission inventory analysis since emission rates can be applied to multiple scenarios in the same calendar analysis year, thereby reducing the amount of "run-time" for each scenario analysis.

4.1.2 Post-Processor Software for Air Quality (PPS-AQ)

NYMTC's PPS-AQ is a powerful web-based application that bridges input data from the NYBPM and runs it through MOVES to produce an emissions estimate. The PPS-AQ preprocesses NYBPM output data, invokes MOVES to generate emission rate files, and produces an emission inventory for the regional emissions analysis.

- **DOMAIN/SCALE:** Analysis was performed at the county level. The roadways are disaggregated by functional class and, after HPMS reconciliation, aggregated to MOVES road types for the emissions analysis.
- **CALCULATION TYPE:** Analysis was performed using the "emissions rate" methodology.
- **TIME SPAN:** Analyses were performed for 24 one-hour periods of a weekday since the NYBPM data represents an average weekday. The PPS-AQ applies monthly adjustment factors to incorporate monthly fluctuation and then multiplies that adjusted value to the number of days in that month to produce monthly VMT. Yearly VMT is the aggregation of twelve months. All twelve months are selected for the annual emissions forecasts of fine

particulate matter ($PM_{2.5}$) and nitrogen oxides (NOx). To reflect the summer months for analysis of volatile organic compounds (VOC) and NOx, the ozone precursors, an average day of summer months (June, July, August) is selected.

- **GEOGRAPHIC BOUNDARY***:* Custom domains based on the geographic boundary of each nonattainment area in the NYMTC planning area were established in the PPS-AQ.
- **COUNTY DATA INPUTS**: the most recent county-specific MOVES input databases from NYSDEC and NYSDOT as of November 2, 2023 are used in the regional emissions analysis.

4.1.3 Preparing Emission Rates

The MOVES system generates three emission rate files:

- Emissions rate per distance (roadway) is used for on-road running processes to capture exhaust and most evaporative emissions for each temperature and 16 speed bins, and the units are in grams per vehicle-mile.
- Emissions rate per vehicle is used for off-network to capture exhaust and most evaporative emissions such as starts and extended-idling for each temperature and hour, and the units are grams per vehicle.
- Emissions rate per profile (source type & source type population) is used for evaporative vapor venting from the vehicle's fuel for each temperature and hour, and the units are in grams per vehicle.

4.1.4 Calculating Emissions

PPS-AQ applies customized scripts/programs to post-process the NYBPM output and calculates total emission inventories for each county/borough by road type of the various nonattainment or maintenance areas. The total emissions inventory is calculated by capturing two emission sources: VMT-based (emissions generated by distance traveled) and fleet-based (emissions generated based on source/vehicle type).

PPS-AQ combines the "emissions rate per vehicle" and "emissions rate per profile" tables from MOVES into one table and multiplies it by the population data obtained from NYSDEC to calculate 'population-based' emissions. The "rate per distance" generated from MOVES is multiplied by the VMT for each speed bin and designated temperature to calculate 'VMT-based' emissions for on-road conditions. Finally, the vehicle 'fleet-based' emissions and the 'VMT-based' emissions are combined to produce the total emissions inventory.

4.2 Transportation Projects Evaluated

All projects programmed and planned in the fiscally constrained FFYs 2023-2027 TIP and FFYs 2022-2050 Plan, as amended, were categorized by their air quality status under the CAAA90. All FHWA/FTA projects categorized as "non-exempt" were included in the regional emissions analysis per 40 CFR § 93.104 (c), and 6 NYCRR § 240-2. The NYSICG reviewed and concurred with the air quality classifications for all new and revised projects in the fiscally constrained FFYs 2023-2027 TIP and FFYs 2022-2050 Plan, as amended.

4.2.1 Regionally Significant Projects

Per 40 CFR § 93.101, a regionally significant project is defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional roadway travel. Regionally significant projects that are not funded by the FHWA/FTA and do not require any FHWA/FTA approvals must be included in the regional emissions analysis. There were no new non-federal regionally significant projects in this transportation conformity determination.

4.2.2 Master Listing of Evaluated Projects

The table in Appendix 1 presents a master listing of projects and operational attributes that have been included in this regional emissions analysis:

- Projects that have been determined to be either non-exempt under the CAAA90 or to be regionally significant.
- Roadway operational changes from the base network in each milestone year included in the regional emission analysis.
- Transit operational changes to the transit network from the base network in each milestone year included in the regional emission analysis.

5 Regional Emissions Analysis Results

5.1 New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area

The New York-Northern New Jersey-Long Island, NY-NJ-CT Nonattainment Area, which includes the counties of Nassau and Suffolk on Long Island, Rockland, and Westchester in the lower Hudson Valley, and the five counties of New York City in the NYMTC planning area, was classified as a "moderate" nonattainment for the 1997 ozone NAAQS on June 15, 2004. The motor vehicle emission budget for the New York State portion of the nonattainment area was found to be adequate by the USEPA on August 2, 2010.

On July 20, 2012, the USEPA classified the same area as "marginal" nonattainment for the 0.075 parts per million (ppm) 2008 ozone standard. The 1997 ozone standard was officially revoked on July 20, 2013, but the area retains its nonattainment designation for the 1997 standard in addition to the 2008 standard. As per the USEPA's "Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas," the NYMTC is required to demonstrate consistency with the existing motor vehicle emissions budgets for two ground-level ozone precursors: Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx).

On April 11, 2016, the USEPA determined that the New York-Northern New Jersey-Long Island, NY-NJ-CT area failed to attain the 2008 ozone standard by the July 15, 2015, attainment date. Based on 2012-2014 air quality monitoring data, the area was reclassified to "moderate" nonattainment for the 2008 ozone standard. On November 10, 2017, the NYSDEC submitted a SIP revision for the New York portion of the New York-Northern New Jersey-Long Island 8-hour ozone nonattainment area. The SIP revision included summer day VOC and NOx motor vehicle emissions budgets associated with the SIP reasonable further progress (RFP) demonstration. The USEPA determined that the 2017 Motor Vehicle Emission Budgets (MVEBs) contained in the 8-hour ozone SIP submission for the New York portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT area were adequate for transportation conformity purposes, effective June 25, 2018.

The USEPA revised the 8-hour primary and secondary NAAQS for ozone on October 1, 2015. The ozone NAAQS was lowered from 0.075 parts per million (ppm) to 0.070 ppm, but the 2008 ozone standard was not revoked. On June 4, 2018, the USEPA designated the New York-Northern New Jersey-Long Island, NY, NJ, CT area nonattainment for the 2015 ozone standard and classified the area as "moderate" nonattainment, effective August 3, 2018.

On August 23, 2019, the USEPA issued a Federal Register notice to announce that the 8-hour ozone design value for the New York-Northern New Jersey-Long Island, NY-NJ-CT area exceeded 0.075 ppm for the period 2015 – 2017. Thus, effective September 23, 2019, the area was reclassified to ''serious'' nonattainment for the 2008 ozone NAAQS with an attainment date of July 20, 2021. Based on certified 2018-2020 ozone monitoring data, the area did not attain the 2008 standard by July 20, 2021 and was re-classified to "severe" nonattainment with an attainment date of July 20, 2027.

On November 29, 2021, the NYSDEC submitted a SIP revision for the New York portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT, 2008 8-hour ozone nonattainment area. This revision to the SIP included 2020 summer day VOC and NOx motor vehicle emissions budgets associated with the SIP's reasonable further progress demonstration. The new budgets became effective August 15, 2022.

- **ANALYSIS YEARS** – Ozone precursors were forecasted for 2025, 2026, 2035, 2045 and 2050 and analyzed for consistency with the MVEB for the 2008 8-hour ozone standard. These analysis years meet the requirements of the federal transportation conformity regulations as follows:
  - Analysis year 2025 is a maintenance SIP milestone year for the PM2.5 budget
  - Analysis year 2026 due to the 2008 ozone standard being bumped up to "severe" nonattainment classification
  - Analysis year 2035 to meet the requirement that consecutive analysis years be no more than ten years apart
  - Analysis year 2045 to meet the requirement that consecutive analysis years be no more than ten years apart
  - Analysis year 2050 to align with the horizon years of Orange County Transportation Council's (OCTC) and NYMTC's Regional Transportation Plans

Table 5 - Nine County NOx Mobile Source Emissions Analysis (tons per day)

Scenario Year	NYBPM/PPS emissions	Ozone SIP Budget (NOx)	*Conclusion*
2025	43.28	89.07	***Pass***
2026	40.56	89.07	***Pass***
2035	30.47	89.07	***Pass***
2045	29.06	89.07	***Pass***
2050	29.42	89.07	***Pass***

Table 6 - Nine County VOC Mobile Source Emissions Analysis (tons per day)

Scenario Year	NYBPM/PPS emissions	Ozone SIP Budget (VOC)	Conclusion
2025	28.87	54.51	***Pass***
2026	26.25	54.51	***Pass***
2035	19.90	54.51	***Pass***
2045	18.05	54.51	***Pass***
2050	17.85	54.51	***Pass***

5.2 POUGHKEEPSIE OZONE NONATTAINMENT AREA (PONA)

Effective June 15, 2004, the EPA designated Dutchess, Orange, and Putnam counties to be a nonattainment area (PONA) under the 1997 8-hour ozone standard. Based on 2001-2003 data, the 8-hour ozone design value for PONA was 0.094 ppm (the current design value for the area, based on 2020-2022 data is 0.061 ppm). Dutchess, Orange and Putnam counties were therefore classified as a "moderate" ozone nonattainment area under the 1997 8-hour ozone standard. The Dutchess County Transportation Council (DCTC), OCTC, and NYMTC, serve as the designated MPOs for Dutchess, Orange, and Putnam counties.

On May 21, 2012, USEPA issued air quality designations for the 2008 ozone NAAQS. With an effective date of July 20, 2012, USEPA designated PONA as being in attainment for the 2008 ozone NAAQS of 0.075 ppm. On June 4, 2018, the EPA issued its air quality designations for the 2015 ozone NAAQS of 0.070 ppm. Effective August 3, 2018, USEPA designated PONA as being in attainment for the stricter 2015 ozone standard.

On November 29, 2018, USEPA issued guidance (EPA-420-B-18-050, November 2018) for the *South Coast II* Court Decision that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

For the 1997 ozone NAAQS areas, which include PONA, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of USEPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* decision upheld the revocation. As no regional emission analysis is required for this conformity

determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These include the following requirements that are addressed in Section 2.4 of USEPA's guidance: latest planning assumptions (93.110); consultation (93.112); Transportation Control Measures (93.113); and fiscal constraint (93.108).

The conformity determination process completed for the current DCTC, OCTC, and NYMTC Plans and FFY 2023-2027 TIPs demonstrates that they meet the transportation conformity rule requirements for the 1997 ozone NAAQS. The Transportation Conformity Statement can be found on Dutchess County's website here: https://www.dutchessny.gov/Departments/Transportation-Council/Docs/FINAL_PONA_1997_Ozone_Conformity_Determination_092623.pdf

5.3 New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area

The New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area encompasses all or portions of nine MPOs or councils of government, as follows:

CONNECTICUT: Naugatuck Valley Council of Governments (NVCOG); Connecticut Metropolitan Council of Governments (CTMetroCOG); South Central Region Council of Governments (SCRCOG); Western Connecticut Council of Governments (WestCOG)

NEW JERSEY/PENNSYLVANIA: Delaware Valley Regional Planning Commission (DVRPC); North Jersey Transportation Planning Authority (NJTPA)

NEW YORK STATE: NYMTC; OCTC

- **1997 $PM_{2.5}$ STANDARD:** In July 1997, USEPA issued NAAQS for fine particulate matter ($PM_{2.5}$), designed to protect the public from exposure at levels that may cause health problems. The 1997 standards included an annual standard set at 15 micrograms per cubic meter, based on the 3-year average of annual mean $PM_{2.5}$ concentrations and a 24-hour standard of 65 micrograms per cubic meter, based on the 3-year average of the 98th percentile of 24-hour concentrations. The New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area was classified nonattainment for the 1997 annual $PM_{2.5}$ standard and was classified attainment for the 1997 24-hour $PM_{2.5}$ standard.
- **2006 $PM_{2.5}$ STANDARD:** In September 2006, the USEPA revised the 1997 $PM_{2.5}$ standards. The 2006 standards strengthened the 24-hour $PM_{2.5}$ standard from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$ and retained the current annual $PM_{2.5}$ standard at 15 $\mu g/m^3$. On December 14, 2009, the New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area was classified nonattainment for the new 2006 24-hour $PM_{2.5}$ standard.
- **2012 $PM_{2.5}$ STANDARD:** On March 13, 2013, the USEPA again revised the $PM_{2.5}$ standards. The primary annual standard was lowered to 12 $\mu g/m^3$, the secondary annual standard

remained at 15 µg/m^3, and the primary and secondary 24-hour standards remained at 35 µg/m^3.

Effective April 18, 2014, USEPA approved New York State's request to redesignate the New York portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area to attainment for 1997 annual and 2006 24-hour $PM_{2.5}$ Standard. As part of the redesignation to attainment, EPA also approved the New York State "Maintenance Plan" for $PM_{2.5}$.

The New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Area is classified attainment for the 2012 $PM_{2.5}$ NAAQS. However, the air quality maintenance plan for the 1997 and 2006 fine particulate matter standards is still in place. Thus, both OCTC and NYMTC remain subject to the transportation air quality conformity requirements for the 1997 and 2006 fine particulate matter standards.

The motor vehicle emissions budget for the New York State portion of the $PM_{2.5}$ Maintenance Area includes Orange County and all NYMTC counties except Putnam. New York State determined that motor vehicle emissions budgets based on annual emissions of direct $PM_{2.5}$ and NOx, a precursor, are appropriate for the 2006 24-hour standard because exceedances of the daily standard are not isolated to one season. Therefore, transportation conformity for both the 1997 annual and 2006 daily $PM_{2.5}$ standards are demonstrated using the annual budget test for direct $PM_{2.5}$ and NOx precursor.

Accordingly, the combined OCTC and NYMTC emissions analyses demonstrate that emissions forecasts in each analysis year "action" scenario are not greater than emissions established by the MVEB for annual direct $PM_{2.5}$ and NOx. Noted below are the analysis tables for NYMTC, and the combined OCTC/NYMTC tables. For details of the OCTC conformity process and procedures, see Orange County Transportation Council's website: https://www.orangecountygov.com/2060/Air-Quality.

Effective September 18, 2013, USEPA found the motor vehicle emissions budgets for $PM_{2.5}$ and NOx in the submitted maintenance plan for the New York portion of the New York-Northern New Jersey-Long Island, NY–NJ–CT $PM_{2.5}$ nonattainment areas to be adequate for transportation conformity purposes. USEPA officially approved the entire New York State $PM_{2.5}$ Maintenance Plan, including the previously adequate motor vehicle emissions budgets, on April 18, 2014. These budgets have been used in this conformity and compliance is demonstrated in the tables below.

- **ANALYSIS YEARS** - the years 2025, 2035, 2045 and 2050 were analyzed to demonstrate conformity for the $PM_{2.5}$ standard. These analysis years meet the requirements of the federal transportation conformity regulation as follows:
    - Analysis year 2025 is a maintenance SIP milestone year for the PM2.5 budget
    - Analysis year 2035 to meet the requirement that consecutive analysis years be no more than ten years apart
    - Analysis year 2045 to meet the requirement that consecutive analysis years be no more than ten years apart
    - Analysis year 2050 to align with the horizon years of Orange County Transportation Council's (OCTC) and NYMTC's Regional Transportation Plans

Table 7 - NYMTC Nine County and OCTC Combined Annual NO_X Mobile Source Emissions Analysis Budget Test (tons per year)

Scenario Year	NYMTC emissions	OCTC emissions	Total emissions	SIP Budget	Conclusion
2025	17,128.03	1,628.25	18,756.28	51,260.81	***Pass***
2035	12,231.86	983.51	13,215.37	51,260.81	***Pass***
2045	11,690.96	930.99	12,621.95	51,260.81	***Pass***
2050	11,822.10	938.50	12,760.60	51,260.81	***Pass***

Table 8 - NYMTC Nine County and OCTC Combined Annual $PM_{2.5}$ Mobile Source Emissions Analysis Budget Test (tons per year)

Scenario Year	NYMTC emissions	OCTC emissions	Total emissions	SIP Budget	Conclusion
2025	432.17	62.75	494.92	3,291.09	***Pass***
2035	250.61	45.01	295.62	3,291.09	***Pass***
2045	185.36	43.70	229.06	3,291.09	***Pass***
2050	176.71	44.65	221.36	3,291.09	***Pass***

6 STATEMENT OF CONFORMITY

NYMTC's proposed FFYs 2023-2027 TIP and FFYs 2022-2050 Regional Transportation Plan, as amended, support and comply with the applicable New York State SIP for Ozone and $PM_{2.5}$ in the relevant nonattainment and maintenance areas. This Transportation Conformity Determination demonstrates the consistency of these programs with the intent of the Clean Air Act Amendments of 1990 and the state and federal transportation conformity regulations. This Transportation Conformity Determination is made in accordance with the criteria and procedures of 40 CFR § 93.106 and 40 CFR § 93.109 - 93.119, and 6 NYCRR § 240-2 and 6 NYCRR § 240-3.1.

APPENDICES

APPENDIX 1: TRANSPORTATION IMPROVEMENT PROJECTS PROGRAMMED AND MODELED IN FUTURE YEARS

Plan ID	Pin Number	Project Name	Completion Date	Milestone Year	Project Type	Project Status
BIN 1066539	X73179	NORTHBOUND BRUCKNER EXPWY MOBILITY IMPROVEMENTS	9/1/2030	2035	Highway	No Change
MHSMC1772	M803-03-07	West of Hudson Capacity Improvements - Port Jervis Line	12/31/2024	2025	Transit	No Change
MHSMC2719	882351	Lower Hudson Transit Link Phase 3 - Integrated Corridor Management	10/1/2024	2025	Other	Completed
MHSMC2726	882352	Lower Hudson Transit Link Phase 4 (Roadside and Central System Integration)	7/31/2024	2025	Other	Completed
MHSMC2853	882349	Lower Hudson Transit Link - Transit Service	10/1/2029	2035	Transit	Completed
MHSMC5795C	881623	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY	6/6/2024	2025	Other	Date Only
MHSOC2723	8TRM86	ORANGETOWN GAS POWERED VEHICLES REPLACEMENT	1/31/2024	2025	Other	No Change
MHSPC701	876197	STONELEIGH AVE. @ DREWVILLE RD IMPROVEMENT	10/1/2025	2026	Highway	Date Only
MHSRC5330C	882402	ROCKLAND COMMUTE ALTERNATIVES	12/1/2022	2025	Other	No Change
MHSRC5331C	882403	ROCKLAND COMMUTE ALTERNATIVES	12/1/2024	2025	Other	No Change
MHSRC750	875898	SUFFERN LANE AT HAMMOND RD	12/1/2024	2025	Highway	No Change
MHSRC751	875907	PASCACK ROAD AT LAWRENCE STREET	3/1/2026	2026	Highway	No Change
MHSWC1380	880688	WESTCHESTER COUNTY COMMUTE ALTERNATIVES PROGRAM	12/31/2023	2025	Other	No Change
MHSWC1485	875900	Main Street & Huguenot Street Traffic Operations	7/30/2025	2026	Other	Date Only

MHSWC1487	875902	Webster Avenue traffic signals	12/31/2029	2035	Other	No Change
MHSWC1807	875899	Pelham Road Traffic Signal Replacement, Ph I	6/30/2024	2025	Other	Date Only
MHSWC1821	810352	ROUTE 9A: ROUTE 119 TO WAREHOUSE LANE	11/25/2029	2035	Highway	No Change
MHSWC2844	M702-03-01	Strategic facilities - Croton Falls Parking Improvements	10/20/2023	2025	Transit	Completed
MHSWC5692C	876263	MICROTRANSIT ZONES IN WESTCHESTER COUNTY	12/31/2025	2026	Other	No Change
MHSWC5790C	876260	Construct the Sleepy Hollow Continental Street Bridge over the Metro-North Hudson Line	9/1/2026	2035	Highway	No Change
NSMC1778	L703/04/WU	JAMAICA CAPACITY IMPROVEMENTS - PHASE II	12/31/2039	2045	Transit	No Change
NSMC2411C	G609/01/AA	East Side Access Construction	12/31/2022	2025	Transit	Completed
NSMC2611	LIRR3.0	LIRR: MAINLINE 3.0 SERVICE PLAN (MHTN AM PEAK)	2/28/2023	2025	Transit	Completed
NSMC2761	L701/01/ME	LIRR NEW M-9 ELECTRIC TRAIN CARS	5/31/2024	2025	Transit	Date Only
NSMC794	L603-04-TU	Jamaica Capacity Improvements - Phase 1	2/28/2023	2025	Transit	Completed
NSMC795	L/09/2W	ESA Opening Day Plan	2/28/2023	2025	Transit	Completed
NSMC800	G7130101	LIRR THIRD TRACK BETWEEN FLORAL PARK AND HICKSVILLE	2/28/2023	2025	Transit	Completed
NSNC1339	076046	Nassau County Traffic Signal Expansion Phase 9	12/18/2025	2026	Combination	No Change
NSNC1787	NSNC1787	NASSAU HUB - BUS RAPID TRANSIT	1/1/2027	2035	Combination	No Change
NSNC2194	076040	NASSAU COUNTY VARIABLE MESSAGE SIGNS PHASE 1	2/17/2023	2025	Highway	Deleted
NSNC2195	076041	NASSAU COUNTY SIGNAL COMMUNICATIONS PH 2	7/20/2023	2025	Combination	Completed
NSNC2406	076050	NASSAU COUNTY VARIABLE MESSAGE SIGNS PHASE 2	8/26/2027	2035	Combination	No Change

NSNC2410	076124	MERRICK ROAD SIGNAL EXPANSION PH2	6/14/2028	2035	Combination	No Change
NSNC2516	076125	Nassau County Traffic Signal Expansion Phase 10	12/31/2025	2026	Other	No Change
NSNC4709C	082498	Nassau Hub Initial Operating Segment	3/25/2030	2035	Transit	No Change
NSNC4811	076144	Merrick Avenue Signal Expansion	12/18/2025	2026	Highway	No Change
NSNC4812C	076160	Variable Message Signs Phase 3	6/18/2025	2026	Other	No Change
NSNC4813C	076161	Traffic Signal Expansion Phase 11	7/22/2027	2035	Highway	No Change
NSNC5209C	L702/04/VZ	Elmont Station	2/28/2023	2025	Transit	Completed
NSNC5309C	082498OPS	Nassau Hub - Bus Rapid Transit IOS Phase 1	2/29/2024	2025	Transit	No Change
NSNC5765C	NC0046	Traffic Signal Expansion Phase 12	12/11/2029	2035	Highway	No Change
NSNC619	L606/01/YL	PORT WASHINGTON YARD TRACK EXTENSIONS	12/31/2029	2035	Transit	No Change
NSSC1597	005409	NY 347 RECONSTRUCTION	8/14/2027	2035	Combination	No Change
NSSC1598	005423	NY347 RECONSTRUCTION: Gibbs Pond to Hallock Road	10/23/2024	2025	Combination	Date Only
NSSC1599	0T2155	NY347 RECONSTRUCTION	12/31/2029	2035	Combination	No Change
NSSC1600	005410	NY 347 RECONSTRUCTION	6/13/2029	2035	Combination	No Change
NSSC1603	005411	NY 347 RECONSTRUCTION	6/1/2033	2035	Combination	No Change
NSSC1604	0T2305	NY347 RECONSTRUCTION	12/30/2033	2035	Combination	No Change
NSSC2408	076114	NYS Route 110 BRT Corridor	8/20/2027	2035	Combination	Date Only
NSSC2610	000BRT	Brookhaven Rail Terminal	12/31/2022	2025	Combination	Scope Change
NSSC2862	022948	LIE (I-495) at Crooked Hill Road (CR13)	8/7/2024	2025	Highway	Date Only
NSSC646	005412	NY 347 over CR97 Interchange Construction	1/1/2032	2035	Combination	No Change
NSSC647	0T2493	NY347 RECONSTRUCTION: NY25 OVER NY347 INTERCHANGE	12/30/2032	2035	Highway	No Change

NSSC678C	076226	CONSTRUCTION OF MIDWAY CROSSING SURFACE PARKING, RONKONKOMA	8/18/2027	2035	Transit	Date Only
NYCBK165	UTICA_BUSLN	Utica Ave Priority Corridor	7/1/2025	2026	Combination	Date Only
NYCBK166	X77303	Bushwick-Downtown Brooklyn Select Bus Service	7/1/2030	2035	Combination	No Change
NYCBK168	X77304	Flatbush Ave Bus Priority Corridor	9/1/2024	2025	Combination	No Change
NYCBK168	LIVINGSTONBUS	Livingston St Priority Corridor	9/30/2023	2025	Combination	Completed
NYCBK2214	X77309	Brooklyn Waterfront Greenway Gowanus Connector	12/31/2024	2025	Other	Date Only
NYCBK2400	NYCBK2400_B	Citywide Ferry - South Brooklyn Route Modifications	3/8/2023	2025	Transit	No Change
NYCBK2580	X73157	Active Traffic Management (ATM) for Gowanus Expressway	7/31/2026	2035	Combination	Scope Change
NYCBK2589	X02173	BELT PARKWAY FOUR BRIDGE RECONSTRUCTION	9/27/2027	2035	Highway	No Change
NYCBK5542C2023	BBJAY2023	Jay St Busway	8/1/2020	2025	Combination	Completed
NYCBK5545C	BB_SECOND2021	1st/2nd Ave Bus Lane Upgrades	9/1/2024	2025	Combination	Date Only
NYCBK5546C	5THAVE_2021	5th Ave Complete Street	7/1/2030	2035	Highway	No Change
NYCBKC5246	D702VN84	Reconstruction of Verrazzano Bridge to Belt Parkway Exit Ramps	12/31/2028	2035	Highway	Date Only
NYCBKC5247	D702VN86	Belt Parkway - Eastbound Reconfiguration	12/29/2024	2025	Highway	No Change
NYCBX1053	X77243	REPLACEMENT OF BRUCKNER EXPRESSWAY OVER WESTCHESTER CREEK (UNIONPORT BRIDGE)	3/27/2024	2025	Highway	No Change
NYCBX2842	X73163	Hunts Point Interstate Access Improvement Project Contract 1	3/21/2023	2025	Highway	No Change
NYCBX2845	NYCBX2845	Bronx River Greenway Soundview Connection	7/1/2026	2035	Other	Deleted
NYCBX3	X73127	I-95 (BRUCKNER EXPY & NE THRUWAY CONNECTIVITY, PH 1	4/30/2024	2025	Highway	No Change

NYCBX3235	X73164	Hunts Point Interstate Access Improvement Project Contract 2	11/30/2023	2025	Highway	No Change
NYCBX3236	X73165	Hunts Point Interstate Access Improvement Project Contract 3	10/31/2025	2026	Highway	No Change
NYCBX4715	SBS_TRE2019	Tremont Av Bus Priority Corridor	7/1/2024	2025	Combination	No Change
NYCBX4726	X72707	REHAB 5 CBE BRIDGES FROM BOSTON RD TO BRP. BRONX COUNTY, NYC	3/30/2030	2035	Highway	No Change
NYCBX4727	X72711	Cross Bronx Expressway Active Traffic Management	7/31/2025	2026	Other	Date Only
NYCBX5301C	BB_FORD2020	Fordham Road Bus Priority Corridor	9/1/2026	2035	Combination	Date Only
NYCBX5303C	BB_167ST_2020	167 St & 168 St Bus Priority Corridor	7/1/2026	2035	Combination	No Change
NYCBX5863C	X73178	SB BRUCKNER EXPWY MOBILITY IMPROVEMENTS (GUN HILL RD TO WESTCHESTER AVE)	9/1/2028	2035	Highway	No Change
NYCM2663	G710-01AA	Second Avenue Subway (Phase 2)	9/30/2032	2035	Transit	Date Only
NYCM2664	NYCM2664	Second Avenue Subway Phase 3-4	12/30/2049	2050	Transit	No Change
NYCM2848	SBS_96ST2018	96 St Busway	9/1/2028	2035	Combination	Date Only
NYCM2848	NYCM2848	96 St Select Bus Service	9/1/2020	2025	Combination	Date Only
NYCMB1014	X82329	LaGuardia Airport Ferry	12/12/2023	2025	Transit	Deleted
NYCMB12190	N8110102	Interborough Express	1/1/2030	2035	Transit	New
NYCMB1627	X77307	Northern Blvd Bus Priority Corridor	7/1/2023	2025	Combination	Completed
NYCMB2169	X80674	Retiming of Traffic Signals II (Outer Boroughs)	6/30/2023	2025	Other	Completed
NYCMB2350	PW08-2548	Canarsie Line Power Improvement Project	1/31/2024	2025	Transit	Date Only
NYCMB2609	X50197	Congested Corridors Project - Queensboro Bridge	10/1/2024	2025	Combination	No Change
NYCMB2614	X50160	Fiber optics on Jackie Robinson Parkway	12/31/2025	2026	Other	No Change
NYCMB2615	X50164	Fiber Optics links along Henry Hudson Pky	12/31/2025	2026	Other	No Change

NYCMB4712	NYCMB4712	Citywide Ferry - Coney Island Route	8/31/2022	2025	Transit	Deleted
NYCMB4717	SBS_UNIAV2019	University Avenue Bus Priority Corridor	7/1/2023	2025	Combination	Completed
NYCMB4718	SBS_RDBK2019	Ridgewood to Downtown Brooklyn Bus Priority Corridor	9/1/2025	2026	Combination	No Change
NYCMB4728	SBS_BKJFK2019	Brooklyn JFK Access Bus Priority Corridor	9/1/2025	2026	Combination	No Change
NYCMB4731	NYCM2711	CBTC: 8th Avenue (59th St - High St)	1/31/2025	2025	Transit	No Change
NYCMB5413C	C801CP03	Central Business District Tolling Program	6/1/2024	2025	Highway	Date Only
NYCMB5910C	X22877	I 495 Integrated Corridor Management	8/30/2026	2035	Other	New
NYCMB601	X77374	SBS TRANSIT SIGNAL PRIORITY	1/31/2025	2025	Combination	No Change
NYCMB767	NYCMB767C	CONSTRUCTION OF MNR PENN STATION ACCESS	11/30/2027	2035	Transit	Date Only
NYCMB832	X50162	Construction of Fiber Optics Links on the Belt Parkway	12/31/2024	2025	Other	Date Only
NYCMB91	X77032	Brooklyn Bridge ITS	12/30/2024	2025	Other	Date Only
NYCMC5245	NYCMC5245	PATH WTC Line Capacity (Longer Trains)	12/30/2022	2025	Transit	Completed
NYCQ1693	X80659	LIE Corridor Active Transportation & Demand Management	7/13/2025	2026	Combination	No Change
NYCQ2698	X50161	ITS on Cross Island Parkway	12/31/2025	2026	Other	No Change
NYCQ2707	X73584	VWE Capacity and Access Improvements to JFK Airport	7/30/2025	2026	Highway	No Change
NYCQ2849	SBS_KISS2019	Kissena Blvd Bus Priority Corridor	7/1/2028	2035	Combination	No Change
NYCQ2851	SBS_RF2019	Ridgewood to Flushing Bus Priority Corridor	9/1/2026	2035	Combination	Date Only
NYCQ2851	NYCQ2851	Ridgewood to Flushing SBS	9/1/2020	2025	Combination	Date Only
NYCQ355	X77044	Willets Point Development District	12/31/2039	2045	Other	No Change
NYCQ383	X77229	Hillside Ave Bus Priority Corridor	9/1/2024	2025	Combination	No Change

NYCSI1700	X09626	SIE EB RAMP IMPROVEMENTS (SOUTH AVE TO MLK INTERCHANGE)	8/5/2028	2035	Highway	No Change
NYCSI2699	X50165	Fiber Optics cable along Korean War Vets Pkwy	12/31/2023	2025	Other	Completed

APPENDIX 2A: SUMMER EMISSIONS FORECASTS BY COUNTY

Appendix 2A

2025 Build Summer Emissions Report by County

COUNTY		DAILY VMT	VHT	SPEED	VOC	NOx
		Vehicle miles traveled	Vehicle hours traveled	Miles per hour	Tons per day	Tons per day
1) New York	1) Urban Restricted Access	4,264,293	170,723	25.0	0.19	0.64
	2) Urban Unrestricted Access	4,451,126	355,405	12.5	0.37	1.04
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.75	0.26
	County Total	**8,715,419**	**526,128**	**16.6**	**1.30**	**1.95**
2) Queens	1) Urban Restricted Access	12,479,587	567,436	22.0	0.63	1.81
	2) Urban Unrestricted Access	9,642,616	972,949	9.9	0.94	2.21
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				2.55	0.87
	County Total	**22,122,203**	**1,540,385**	**14.4**	**4.12**	**4.88**
3) Bronx	1) Urban Restricted Access	5,901,054	169,778	34.8	0.21	0.79
	2) Urban Unrestricted Access	3,990,032	365,463	10.9	0.36	1.04
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.86	0.32
	County Total	**9,891,086**	**535,241**	**18.5**	**1.44**	**2.14**
4) Kings	1) Urban Restricted Access	5,175,823	196,465	26.3	0.22	0.68
	2) Urban Unrestricted Access	7,942,297	733,872	10.8	0.73	1.75
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.64	0.53
	County Total	**13,118,120**	**930,337**	**14.1**	**2.59**	**2.96**
5) Richmond	1) Urban Restricted Access	2,953,079	110,327	26.8	0.13	0.37
	2) Urban Unrestricted Access	3,116,654	262,997	11.9	0.26	0.62
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.89	0.26
	County Total	**6,069,733**	**373,324**	**16.3**	**1.28**	**1.25**
6) Nassau	1) Urban Restricted Access	11,433,424	348,095	32.8	0.52	2.25
	2) Urban Unrestricted Access	15,644,071	1,157,142	13.5	1.46	5.17
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				3.49	1.09
	County Total	**27,077,495**	**1,505,237**	**18.0**	**5.48**	**8.51**
7) Suffolk	1) Urban Restricted Access	13,357,600	340,975	39.2	0.53	2.38
	2) Urban Unrestricted Access	26,822,497	2,240,765	12.0	2.73	9.39
	3) Rural Unrestricted Access	806,943	27,684	29.1	0.04	0.18
	Off Network				4.43	1.46
	County Total	**40,987,040**	**2,609,424**	**15.7**	**7.74**	**13.41**
8) Westchester	1) Urban Restricted Access	12,879,946	286,226	45.0	0.47	2.10
	2) Urban Unrestricted Access	9,868,564	707,542	13.9	0.86	2.87
	3) Rural Unrestricted Access	11,292	349	32.4	0.00	0.00
	Off Network				2.31	0.99
	County Total	**22,759,802**	**994,117**	**22.9**	**3.64**	**5.96**
9) Rockland	1) Urban Restricted Access	3,999,515	102,278	39.1	0.16	0.70
	2) Urban Unrestricted Access	3,958,415	301,649	13.1	0.36	1.19
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.77	0.32
	County Total	**7,957,930**	**403,927**	**19.7**	**1.29**	**2.22**
Grand Total		**158,698,828**	**9,418,120**	**16.9**	**28.87**	**43.28**
10) Putnam	1) Urban Restricted Access	1,261,595	21,628	58.3	0.04	0.21
	2) Urban Unrestricted Access	1,162,517	34,281	33.9	0.05	0.00
	3) Rural Unrestricted Access	466,596	14,297	32.6	0.02	0.00
	Off Network				0.32	0.00
	County Total	**2,890,708**	**70,206**	**41.2**	**0.43**	**0.21**

Z Series*

Z Series

Appendix 2A

2026 Build Summer Emissions Report by County

COUNTY		DAILY VMT	VHT	SPEED	VOC	NOx
		Vehicle miles traveled	Vehicle hours traveled	Miles per hour	Tons per day	Tons per day
1) New York	1) Urban Restricted Access	4,274,611	171,763	24.9	0.17	0.59
	2) Urban Unrestricted Access	4,473,902	357,748	12.5	0.32	0.97
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.71	0.25
	County Total	**8,748,513**	**529,511**	**16.5**	**1.20**	**1.82**
2) Queens	1) Urban Restricted Access	12,619,504	582,160	21.7	0.56	1.68
	2) Urban Unrestricted Access	9,575,291	953,848	10.0	0.80	2.01
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				2.42	0.84
	County Total	**22,194,795**	**1,536,008**	**14.4**	**3.78**	**4.53**
3) Bronx	1) Urban Restricted Access	5,929,335	171,040	34.7	0.18	0.72
	2) Urban Unrestricted Access	4,026,669	369,234	10.9	0.32	0.97
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.82	0.31
	County Total	**9,956,004**	**540,274**	**18.4**	**1.32**	**2.00**
4) Kings	1) Urban Restricted Access	5,190,191	197,978	26.2	0.20	0.62
	2) Urban Unrestricted Access	7,954,580	731,363	10.9	0.63	1.62
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.56	0.52
	County Total	**13,144,771**	**929,341**	**14.1**	**2.39**	**2.75**
5) Richmond	1) Urban Restricted Access	2,949,134	110,378	26.7	0.11	0.34
	2) Urban Unrestricted Access	3,117,203	259,244	12.0	0.22	0.56
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.84	0.25
	County Total	**6,066,337**	**369,622**	**16.4**	**1.18**	**1.15**
6) Nassau	1) Urban Restricted Access	11,535,387	354,826	32.5	0.45	2.08
	2) Urban Unrestricted Access	15,744,497	1,169,260	13.5	1.23	4.87
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				3.28	1.08
	County Total	**27,279,884**	**1,524,086**	**17.9**	**4.95**	**8.03**
7) Suffolk	1) Urban Restricted Access	13,541,436	348,325	38.9	0.45	2.19
	2) Urban Unrestricted Access	27,038,956	2,255,738	12.0	2.29	8.85
	3) Rural Unrestricted Access	822,948	28,329	29.0	0.04	0.17
	Off Network				4.17	1.44
	County Total	**41,403,340**	**2,632,392**	**15.7**	**6.94**	**12.65**
8) Westchester	1) Urban Restricted Access	12,933,922	287,202	45.0	0.40	1.90
	2) Urban Unrestricted Access	9,931,001	719,101	13.8	0.74	2.70
	3) Rural Unrestricted Access	11,229	345	32.5	0.00	0.00
	Off Network				2.18	0.97
	County Total	**22,876,152**	**1,006,648**	**22.7**	**3.32**	**5.57**
9) Rockland	1) Urban Restricted Access	4,041,776	103,761	39.0	0.14	0.64
	2) Urban Unrestricted Access	3,965,804	300,102	13.2	0.31	1.11
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.72	0.31
	County Total	**8,007,580**	**403,863**	**19.8**	**1.17**	**2.07**
Grand Total		**159,677,376**	**9,471,745**	**16.9**	**26.25**	**40.56**
10) Putnam	1) Urban Restricted Access	1,268,995	21,771	58.3	0.04	0.19
	2) Urban Unrestricted Access	1,167,246	34,638	33.7	0.05	0.20
	3) Rural Unrestricted Access	470,293	14,430	32.6	0.02	0.08
	Off Network				0.30	0.13
	County Total	**2,906,534**	**70,839**	**41.1**	**0.40**	**0.60**

Appendix 2A

2035 Build Summer Emissions Report by County

COUNTY		DAILY VMT	VHT	SPEED	VOC	NOx
		Vehicle miles traveled	Vehicle hours traveled	Miles per hour	Tons per day	Tons per day
1) New York	1) Urban Restricted Access	4,431,876	188,604	23.5	0.14	0.46
	2) Urban Unrestricted Access	4,643,663	371,016	12.5	0.25	0.78
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.52	0.17
	County Total	**9,075,539**	**559,620**	**16.2**	**0.91**	**1.41**
2) Queens	1) Urban Restricted Access	12,998,883	626,970	20.7	0.46	1.23
	2) Urban Unrestricted Access	10,136,073	1,015,883	10.0	0.68	1.60
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.77	0.55
	County Total	**23,134,956**	**1,642,853**	**14.1**	**2.90**	**3.38**
3) Bronx	1) Urban Restricted Access	6,142,164	180,438	34.0	0.14	0.51
	2) Urban Unrestricted Access	4,109,302	368,198	11.2	0.25	0.76
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.59	0.22
	County Total	**10,251,466**	**548,636**	**18.7**	**0.98**	**1.48**
4) Kings	1) Urban Restricted Access	5,361,982	212,795	25.2	0.16	0.45
	2) Urban Unrestricted Access	8,326,210	776,008	10.7	0.53	1.29
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.15	0.34
	County Total	**13,688,192**	**988,803**	**13.8**	**1.83**	**2.08**
5) Richmond	1) Urban Restricted Access	3,093,593	122,555	25.2	0.09	0.24
	2) Urban Unrestricted Access	3,339,444	290,090	11.5	0.20	0.45
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.61	0.16
	County Total	**6,433,037**	**412,645**	**15.6**	**0.90**	**0.85**
6) Nassau	1) Urban Restricted Access	11,743,850	366,605	32.0	0.34	1.44
	2) Urban Unrestricted Access	16,224,827	1,231,877	13.2	1.00	3.87
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				2.37	0.67
	County Total	**27,968,677**	**1,598,482**	**17.5**	**3.71**	**5.98**
7) Suffolk	1) Urban Restricted Access	13,959,519	368,723	37.9	0.35	1.50
	2) Urban Unrestricted Access	28,471,899	2,411,913	11.8	1.86	7.26
	3) Rural Unrestricted Access	841,718	29,335	28.7	0.03	0.12
	Off Network				3.06	0.94
	County Total	**43,273,136**	**2,809,971**	**15.4**	**5.29**	**9.81**
8) Westchester	1) Urban Restricted Access	13,457,390	305,875	44.0	0.31	1.21
	2) Urban Unrestricted Access	10,339,729	754,786	13.7	0.59	2.09
	3) Rural Unrestricted Access	11,506	357	32.2	0.00	0.00
	Off Network				1.57	0.63
	County Total	**23,808,625**	**1,061,018**	**22.4**	**2.48**	**3.93**
9) Rockland	1) Urban Restricted Access	4,387,610	120,326	36.5	0.12	0.45
	2) Urban Unrestricted Access	4,257,707	329,152	12.9	0.26	0.90
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.52	0.21
	County Total	**8,645,317**	**449,478**	**19.2**	**0.89**	**1.56**
Grand Total		**166,278,945**	**10,071,506**	**16.5**	**19.90**	**30.47**
10) Putnam	1) Urban Restricted Access	1,313,136	22,789	57.6	0.03	0.12
	2) Urban Unrestricted Access	1,232,317	37,327	33.0	0.04	0.14
	3) Rural Unrestricted Access	491,623	15,375	32.0	0.01	0.06
	Off Network				0.22	0.09
	County Total	**3,037,076**	**75,491**	**40.3**	**0.29**	**0.40**

Appendix 2A

2045 Build Summer Emissions Report by County

COUNTY		DAILY VMT	VHT	SPEED	VOC	NOx
		Vehicle miles traveled	Vehicle hours traveled	Miles per hour	Tons per day	Tons per day
1) New York	1) Urban Restricted Access	4,556,907	199,984	22.8	0.13	0.45
	2) Urban Unrestricted Access	4,784,790	381,422	12.5	0.24	0.76
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.45	0.15
	County Total	**9,341,697**	**581,406**	**16.1**	**0.82**	**1.35**
2) Queens	1) Urban Restricted Access	13,364,110	676,187	19.8	0.45	1.18
	2) Urban Unrestricted Access	10,773,505	1,095,443	9.8	0.66	1.60
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.56	0.49
	County Total	**24,137,615**	**1,771,630**	**13.6**	**2.66**	**3.28**
3) Bronx	1) Urban Restricted Access	6,325,676	190,303	33.2	0.13	0.47
	2) Urban Unrestricted Access	4,261,852	381,264	11.2	0.23	0.74
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.52	0.20
	County Total	**10,587,528**	**571,567**	**18.5**	**0.88**	**1.41**
4) Kings	1) Urban Restricted Access	5,509,795	225,578	24.4	0.15	0.43
	2) Urban Unrestricted Access	8,820,737	845,451	10.4	0.52	1.31
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.01	0.30
	County Total	**14,330,532**	**1,071,029**	**13.4**	**1.68**	**2.04**
5) Richmond	1) Urban Restricted Access	3,198,592	130,873	24.4	0.09	0.23
	2) Urban Unrestricted Access	3,403,999	294,613	11.6	0.18	0.43
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.54	0.14
	County Total	**6,602,591**	**425,486**	**15.5**	**0.81**	**0.80**
6) Nassau	1) Urban Restricted Access	11,942,533	379,232	31.5	0.32	1.34
	2) Urban Unrestricted Access	16,729,172	1,281,938	13.0	0.95	3.77
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				2.08	0.59
	County Total	**28,671,705**	**1,661,170**	**17.3**	**3.35**	**5.70**
7) Suffolk	1) Urban Restricted Access	14,297,379	384,021	37.2	0.32	1.38
	2) Urban Unrestricted Access	29,334,995	2,502,145	11.7	1.75	7.09
	3) Rural Unrestricted Access	866,637	30,403	28.5	0.03	0.11
	Off Network				2.71	0.84
	County Total	**44,499,011**	**2,916,569**	**15.3**	**4.80**	**9.42**
8) Westchester	1) Urban Restricted Access	13,658,056	312,206	43.7	0.28	1.07
	2) Urban Unrestricted Access	10,313,763	756,171	13.6	0.54	1.93
	3) Rural Unrestricted Access	11,576	361	32.1	0.00	0.00
	Off Network				1.39	0.56
	County Total	**23,983,395**	**1,068,738**	**22.4**	**2.21**	**3.56**
9) Rockland	1) Urban Restricted Access	4,616,790	128,081	36.0	0.11	0.42
	2) Urban Unrestricted Access	4,619,589	358,502	12.9	0.25	0.91
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.46	0.18
	County Total	**9,236,379**	**486,583**	**19.0**	**0.82**	**1.52**
Grand Total		**171,390,453**	**10,554,178**	**16.2**	**18.05**	**29.06**
10) Putnam	1) Urban Restricted Access	1,342,189	23,421	57.3	0.03	0.10
	2) Urban Unrestricted Access	1,263,582	38,376	32.9	0.03	0.13
	3) Rural Unrestricted Access	497,818	15,635	31.8	0.01	0.05
	Off Network				0.19	0.08
	County Total	**3,103,589**	**77,432**	**40.1**	**0.26**	**0.36**

Appendix 2A

2050 Build Summer Emissions Report by County

COUNTY		DAILY VMT	VHT	SPEED	VOC	NOx
		Vehicle miles traveled	Vehicle hours traveled	Miles per hour	Tons per day	Tons per day
1) New York	1) Urban Restricted Access	4,651,784	211,862	22.0	0.14	0.47
	2) Urban Unrestricted Access	4,936,732	395,696	12.5	0.24	0.78
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.45	0.15
	County Total	**9,588,516**	**607,558**	**15.8**	**0.82**	**1.39**
2) Queens	1) Urban Restricted Access	13,192,273	656,754	20.1	0.43	1.15
	2) Urban Unrestricted Access	10,444,672	1,054,153	9.9	0.63	1.53
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.53	0.49
	County Total	**23,636,945**	**1,710,907**	**13.8**	**2.59**	**3.17**
3) Bronx	1) Urban Restricted Access	6,425,403	198,095	32.4	0.13	0.48
	2) Urban Unrestricted Access	4,335,531	390,814	11.1	0.23	0.75
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.51	0.20
	County Total	**10,760,934**	**588,909**	**18.3**	**0.88**	**1.43**
4) Kings	1) Urban Restricted Access	5,589,718	234,841	23.8	0.16	0.44
	2) Urban Unrestricted Access	8,832,551	842,471	10.5	0.51	1.30
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				1.00	0.30
	County Total	**14,422,269**	**1,077,312**	**13.4**	**1.66**	**2.03**
5) Richmond	1) Urban Restricted Access	3,302,071	141,628	23.3	0.09	0.24
	2) Urban Unrestricted Access	3,518,835	310,386	11.3	0.19	0.44
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.53	0.14
	County Total	**6,820,906**	**452,014**	**15.1**	**0.81**	**0.83**
6) Nassau	1) Urban Restricted Access	12,242,440	399,972	30.6	0.33	1.39
	2) Urban Unrestricted Access	17,705,042	1,379,282	12.8	1.00	4.02
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				2.04	0.58
	County Total	**29,947,482**	**1,779,254**	**16.8**	**3.37**	**5.99**
7) Suffolk	1) Urban Restricted Access	14,502,543	396,007	36.6	0.32	1.41
	2) Urban Unrestricted Access	29,774,822	2,515,094	11.8	1.73	7.11
	3) Rural Unrestricted Access	889,181	31,444	28.3	0.03	0.12
	Off Network				2.64	0.83
	County Total	**45,166,546**	**2,942,545**	**15.3**	**4.72**	**9.46**
8) Westchester	1) Urban Restricted Access	13,746,484	323,704	42.5	0.28	1.08
	2) Urban Unrestricted Access	10,493,469	770,181	13.6	0.54	1.96
	3) Rural Unrestricted Access	11,818	370	32.0	0.00	0.00
	Off Network				1.36	0.55
	County Total	**24,251,771**	**1,094,255**	**22.2**	**2.19**	**3.59**
9) Rockland	1) Urban Restricted Access	4,636,533	141,775	32.7	0.12	0.45
	2) Urban Unrestricted Access	4,663,277	357,440	13.0	0.25	0.91
	3) Rural Unrestricted Access	0	0	0.0	0.00	0.00
	Off Network				0.45	0.18
	County Total	**9,299,810**	**499,215**	**18.6**	**0.82**	**1.54**
Grand Total		**173,895,179**	**10,751,969**	**16.2**	**17.85**	**29.42**
10) Putnam	1) Urban Restricted Access	1,326,093	23,144	57.3	0.03	0.10
	2) Urban Unrestricted Access	1,261,141	38,156	33.1	0.03	0.13
	3) Rural Unrestricted Access	440,291	12,282	35.8	0.01	0.04
	Off Network				0.19	0.08
	County Total	**3,027,525**	**73,582**	**41.2**	**0.26**	**0.34**

APPENDIX 2B: ANNUAL $PM_{2.5}$ AND NOX EMISSIONS FORECASTS BY COUNTY

Appendix 2B

2025 Annual Build PM2.5 & NOx Emissions Report by County

COUNTY	PM 2.5	Nox
	Tons	Tons
1) New York	18.08	774.09
2) Queens	51.12	1,930.41
3) Bronx	19.26	853.03
4) Kings	33.46	1,189.59
5) Richmond	15.30	506.14
6) Nassau	83.15	3,357.14
7) Suffolk	127.53	5,249.53
8) Westchester	62.20	2,384.21
9) Rockland	22.07	883.89
Grand Total	**432.17**	**17,128.03**
10) Putnam	7.27	261.94

Appendix 2B

2035 Annual Build PM2.5 & NOx Emissions Report by County

COUNTY	PM 2.5	Nox
	Tons	Tons
1) New York	11.06	566.30
2) Queens	32.31	1,364.59
3) Bronx	11.74	598.87
4) Kings	20.85	855.27
5) Richmond	9.62	357.72
6) Nassau	46.27	2,389.21
7) Suffolk	71.83	3,879.22
8) Westchester	34.43	1,594.95
9) Rockland	12.50	625.73
Grand Total	**250.61**	**12,231.86**
10) Putnam	4.11	163.73

Appendix 2B

2045 Annual Build PM2.5 & NOx Emissions Report by County

COUNTY	PM 2.5	Nox
	Tons	Tons
1) New York	8.18	542.84
2) Queens	23.85	1,328.92
3) Bronx	8.59	570.56
4) Kings	15.18	839.40
5) Richmond	6.59	335.48
6) Nassau	34.12	2,283.91
7) Suffolk	54.69	3,731.74
8) Westchester	24.61	1,449.26
9) Rockland	9.56	608.85
Grand Total	**185.36**	**11,690.96**
10) Putnam	2.93	147.18

Appendix 2B

2050 Annual Build PM2.5 & NOx Emissions Report by County

COUNTY	PM 2.5	Nox
	Tons	Tons
1) New York	7.93	558.49
2) Queens	22.01	1,286.85
3) Bronx	8.22	578.69
4) Kings	14.34	838.10
5) Richmond	6.35	346.80
6) Nassau	33.31	2,396.05
7) Suffolk	51.99	3,741.65
8) Westchester	23.42	1,460.27
9) Rockland	9.13	615.20
Grand Total	**176.71**	**11,822.10**
10) Putnam	2.69	141.05

APPENDIX 2C: MONTHLY NOX AND $PM_{2.5}$ EMISSIONS BY COUNTY

THE MONTHLY RESULTS BY COUNTY/BOROUGH AND FACILITY TYPE ARE AVAILABLE AS A SEPARATE FILE AT:

https://www.nymtc.org/en-us/Get-Involved/Comment-Periods

APPENDIX 3: PUBLIC COMMENTS AND RESPONSES

PUBLIC COMMENTS AND RESPONSES

The New York Metropolitan Transportation Council (NYMTC) held a public comment period from April 24th, 2024 through May 23rd, 2024 for the Draft Transportation Conformity Determination for the Federal Fiscal Years (FFYs) 2023-2027 Transportation Improvement Program (TIP) and the FFYs 2022-2050 Regional Transportation Plan, as amended. NYMTC presented two online public webinars on May 2nd, 2024 at 12:00 pm and 6:00 pm.

APPENDIX 4: RESOLUTION

U.S. Department of Transportation
Federal Highway Administration

New York Division

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

November 21, 2024

In Reply Refer To:
HDA-NY

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Deputy Commissioner for Transportation Planning and Management
New York City Department of Transportation
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Subject: New York City Central Business District Tolling Program – Re-Evaluation 2

Dear Dr. C de Cerreño, Ms. Winkelhake, and Mr. Beaton:

The Federal Highway Administration (FHWA) received your correspondence dated November 20, 2024, requesting review and approval of the *Re-Evaluation 2* for the Central Business District Tolling Program (CBDTP). FHWA also acknowledges your previous correspondence dated November 8, 2024, asking FHWA to engage to add a phase-in approach to the tolling structure described in the Re-Evaluation approved in June 2024.

The *Re-Evaluation 2* was prepared consistent with 23 C.F.R. §771.129 and assessed the effects of a phase-in approach of the tolling structure adopted by the Triborough Bridge and Tunnel Authority Board to determine whether the effects are consistent with those disclosed in the April 2023 Final Environmental Assessment and whether the mitigation set forth in the June 2023 Finding of No Significant Impact is still valid.

FHWA concludes that the *Re-Evaluation 2* confirms that the phase-in of the adopted toll structure and impacts associated with it was analyzed and mitigated accordingly. Thus, FHWA

finds that no additional environmental analysis is warranted. The conclusions in the Final Environmental Assessment and Finding of No Significant Impact remains valid.

As previously discussed, please post this letter along with all of the Re-Evaluation documents on the project web site maintained by the Metropolitan Transportation Authority as soon as possible.

Sincerely,

RICHARD JOSEPH MARQUIS

Digitally signed by RICHARD JOSEPH MARQUIS
Date: 2024.11.21 18:14:00 -05'00'

Richard J. Marquis
Division Administrator

THIS AGREEMENT ("Agreement"), made and entered into this 21st day of November, 2024, by and among the FEDERAL HIGHWAY ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION, (hereinafter referred to as "FHWA") and the NEW YORK STATE DEPARTMENT OF TRANSPORTATION, an agency of the State of New York, Triborough Bridge and Tunnel Authority, and New York City Department of Transportation, (hereinafter referred to as "NYSDOT, TBTA, and NYCDOT ").

WITNESSETH:

WHEREAS, section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Public Law 102-240, as amended by section 1216(a) of the Transportation Equity Act for the 21st Century (TEA-21), and section 1604 (a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA- LU), Pub. L. 109-59 (August 10, 2005) establishes the Value Pricing Pilot Program, hereinafter referred to as the "pilot program," and permits the FHWA to allow the collection of tolls as part of the value pricing pilot program established under Section 1012(b); and

WHEREAS, Section 1012(b) of ISTEA, as amended, authorizes the Secretary of Transportation to enter into cooperative agreements with as many as fifteen (15) State or local governments or public authorities to establish, maintain, and monitor value pricing programs, or projects; and

WHEREAS, NYSDOT, through the execution of cooperative agreements for prior value pricing projects, is one of the fifteen participants in the pilot program; and

WHEREAS, NYSDOT has requested that the FHWA enter into an agreement with NYSDOT, TBTA, and NYCDOT related to establishing, maintaining, and monitoring a value pricing project, known as the Central Business District Tolling Program (CBDTP) (hereinafter referred to as the "Project"), as part of NYSDOT's participation in the value pricing pilot program; and

WHEREAS, as part of the CBDTP value pricing pilot program, TBTA intends to toll an area which includes portions of highway facilities that have been constructed, reconstructed, rehabilitated, restored, resurfaced or maintained with title 23 funds as described in Attachment A, and made part of this agreement; and

WHEREAS, the FHWA has determined that this Agreement is necessary to oversee and administer the collection of tolls pursuant to Section 1012(b)(4) of ISTEA, as amended; and

WHEREAS, Section 1012(b) of ISTEA, as amended requires that all revenues received from the operation of a value pricing project be applied only toward the project's operating costs (including project implementation costs; mitigation measures to deal with adverse financial effects on low-income drivers; the proper maintenance of the Project;

any reconstruction, rehabilitation, restoration, or resurfacing of the Project; any debt service incurred in implementing the project; a reasonable return on investment of any private person financing the project), and other projects eligible for assistance under title 23, United States Code; and

WHEREAS, this Agreement is neither intended to, nor shall it, result in the independent participation by TBTA and NYCDOT in the value pricing pilot program, it being expressly understood that TBTA's and NYCDOT's participation in the value pricing pilot project approved in this Agreement is (i) derivative of and only exists through NYSDOT's participation in the value pricing pilot program and (ii) limited to the Project; and

NOW THEREFORE, in consideration of the premises and mutual undertakings of the parties, and in conformity with all applicable laws, the NYSDOT, TBTA, NYCDOT, and FHWA hereby agree as follows:

(1) The FHWA agrees that TBTA may operate the Project as a toll Project in accordance with the provisions of this Agreement and as a value pricing project, as part of NYSDOT's value pricing pilot program.

(2) Pursuant to Section 1012(b) of ISTEA, as amended, TBTA will use all toll revenues received from the operation of the Project for the operating costs of the project as described in attachment A (including project implementation costs; mitigation measures to deal with adverse financial effects on low-income drivers; the proper maintenance of the Project; any reconstruction, rehabilitation, restoration, or resurfacing of the Project; any debt service incurred in implementing the project; a reasonable return on investment of any private person financing the project), and any other projects eligible for assistance under title 23, United States Code.

(3) The toll rates applicable to the Project will vary as described in Attachment A. and in accordance with Section 1012(b) of ISTEA, as amended including Sec. 1012(b)(6) - HOV Passenger Requirements. Notwithstanding section 102(a) of title 23, United States Code, a State may permit vehicles with fewer than 2 occupants to operate in high occupancy vehicle lanes if the vehicles are part of a value pricing pilot program under this section. Sec. 1012(b)(7) - Financial Effects on Low-Income Drivers – Any value pricing pilot program under this subsection shall include, if appropriate, an analysis of the potential effects of the pilot program on low-income drivers and may include mitigation measures to deal with any potential adverse financial effects on low-income drivers.

(4) TBTA shall conduct or have an independent auditor conduct an annual audit of toll Project records to verify compliance with use of revenues and report the results of the audits to FHWA.

(5) As of the date of the execution of this Agreement, the imposition of tolls under this Agreement does not render Federal-aid highways within the State of New York generally ineligible for Federal-aid highway funds where such highways are otherwise eligible under the particular funding program.

(6) NYSDOT, TBTA, and NYCDOT, as applicable, will continue to adequately maintain or cause to be adequately maintained, the highway facilities that have been constructed, reconstructed, rehabilitated, restored, or resurfaced or maintained with title 23 funds located in the Project.

(7) That TBTA agrees, upon reasonable notice, to make all of its records pertaining to the Project subject to audit by the FHWA. TBTA agrees to annually audit the records of the Project for compliance with the provisions of this Agreement and report the results thereof to FHWA. In lieu of the TBTA performing said audit, a report of the New York State Comptroller or an independent auditor furnished to FHWA may satisfy the requirements of this section.

(8) Effective on the date of this Agreement, the project is approved as a pilot program, and the following requirements shall apply:

a. In order to carry out Section 1012(b)(5) of ISTEA, as amended, the FHWA and NYSDOT, TBTA and NYCDOT will cooperate and work together in the implementation of the Project.

b. That TBTA and NYCDOT, as applicable, shall monitor and report on the project performance (Attachment B) from the date of implementation for a period of at least ten years or to the end of the life of the Project, whichever is sooner, to evaluate the effects on driver behavior, traffic volume, congestion, transit ridership, air quality, and availability of funds for transportation programs. Reports begin one year after the operation date and every two years thereafter.

c. That TBTA and NYCDOT will identify benefits the application of tolls has in reducing climate pollution.

d. That TBTA and NYCDOT will demonstrate the benefits mitigation measures provide to underserved communities.

(9) That NYSDOT, TBTA and NYCDOT agree to comply with all Federal laws and requirements applicable to this project, including the laws and policies applicable to the Value Pricing Pilot Program. Such laws and requirements include, but are not limited to Section 1012(b) of ISTEA, as amended, the guidance implementing Section 1012(b) of ISTEA, and 23 CFR Part 940 and 950.

(10) TBTA, through NYSDOT, agrees to provide FHWA notice of any proposed changes to the toll structure other than the phases set forth in Attachment A, a minimum of 60 days before such changes go into effect. Any such changes must be eligible pursuant to the VPPP enacted by section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Public Law 102-240, as amended by section 1216(a) of the Transportation Equity Act for the 21st Century (TEA-21), and section 1604 (a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA- LU), Pub. L. 109-59 (August 10, 2005).

(11) That NYSDOT, TBTA and NYCDOT agree they will work with FHWA to return the Project to its original operating condition if TBTA decides to discontinue tolls on the Project.

(12) That this Agreement will be prepared in quadruplicate originals so that each signatory will have a signed Agreement. This Agreement may be signed in counterparts, each of which shall be deemed an original and taken together shall constitute one and the same agreement.

IN WITNESS THEREOF, the parties hereto have caused this instrument to be duly executed, the day and year first written above.

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION

BY: Marie

Title: Commissioner

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

BY: _____
Catherine T. Sheridan
Title: President

NEW YORK CITY DEPARTMENT OF TRANSPORTATION

BY: _____
Ydanis Rodriguez
Title: Commissioner

FEDERAL HIGHWAY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

BY: Gloria M. Shepherd

Title: Executive Director

ATTACHMENT A – Project Description
ATTACHMENT B – Performance Metrics

Attachment A

Project Description

The CBD Tolling Program will implement a vehicular tolling program to reduce traffic congestion in the Manhattan Central Business District ("CBD"), consistent with the MTA Reform and Traffic Mobility Act. Traffic congestion is expected to be reduced by disincentivizing use of vehicles within the CBD by imposition of tolls, and concurrently by investments in transit that will incentivize use of transit systems instead of driving. The project purpose is to reduce traffic congestion in the CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into FHWA's Value Pricing Pilot Program.

The CBD consists of the geographic area of Manhattan south and inclusive of 60th Street, but not including Franklin D. Roosevelt Drive ("FDR Drive"), West Side Highway/Route 9A, the Battery Park Underpass, and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A).

TBTA will toll vehicles entering the CBD via a cashless tolling system. The toll amount will be variable, with higher tolls charges during peak periods when congestion is greater. The toll will apply to all registered vehicles (i.e., those with license plates), with the exception of qualifying vehicles transporting persons with disabilities, qualifying authorized emergency vehicles, transit buses, and specialized government vehicles. Passenger vehicles will be tolled no more than once a day. Taxis and for-hire vehicles ("FHVs") will be tolled on a per-trip basis for rides carrying passengers occurring wholly or partially within the CBD.

The Project will use the same tolling infrastructure and tolling system equipment described and evaluated in the Final Environmental Assessment for the Project (the "Final EA").

The environmental commitments made in the Finding of No Significant Impact will be implemented as described in the Environmental Documents.

To address effects to low-income drivers, the Project will include a tax credit for CBD tolls paid by residents of the CBD whose New York adjusted gross income for the taxable year is less than $60,000. TBTA will coordinate with the New York State Department of Taxation and Finance to ensure availability of documentation needed for drivers eligible for the tax credit. In addition, the Project commits, for five years, to a Low-Income Discount Plan offering low-income frequent drivers a 50 percent discount on the full E-ZPass toll rate after the first 10 trips in each calendar month (excluding the overnight period, which will already be deeply discounted).

The toll amounts will be graduated over a six year period in accordance with the toll rate schedule below. Phase 1 will span 2025 through 2027, Phase 2 will span 2028 through 2030, and Phase 3 will commence in 2031.

Toll Rate Schedule

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES							
		PHASE 1 2025-2027		PHASE 2 2028-2030		PHASE 3 starting 2031	
a	E-ZPass Customers	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT
	VEHICLE CLASSIFICATION						
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$9.00		$12.00		$15.00	
	Peak period for registered Low-Income Discount Plan participants using an eligible vehicle, 11th trip and trips thereafter in a calendar month (5am-9pm weekdays, 9am-9pm weekends)	$4.50		$6.00		$7.50	
	Peak period per-trip credit (maximum daily credit $5.00)						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$3.00		$4.00		$5.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$1.50		$2.00		$2.50
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$2.25		$3.00		$3.75	
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with caps above the roofline or extending over the sides, and vans with an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$14.40		$19.20		$24.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$7.20		$9.60		$12.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$3.60		$4.80		$6.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.60		$4.80		$6.00	
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$12.00		$16.00		$20.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$6.00		$8.00		$10.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$14.40		$19.20		$24.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$7.20		$9.60		$12.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$3.60		$4.80		$6.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.60		$4.80		$6.00	
	Licensed sightseeing buses						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$12.00		$16.00		$20.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$6.00		$8.00		$10.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
5	Motorcycles						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$4.50		$6.00		$7.50	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$1.50		$2.00		$2.50
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel		$0.75		$1.00		$1.25
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$1.05		$1.40		$1.75	

E-ZPass CBD entry charges are available subject to terms, conditions, and agreements established by the Authority.

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight, or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the CBD charge for any such vehicle of unusual or unconventional design, weight, or construction. Any single unit vehicle identified as belonging to Classes 1, 2, or 5 will be up-classed to the next toll class when towing a trailer or another vehicle.

Daily toll cap of once per day for Class 1 and Class 5 vehicles. Caps for other vehicles are subject to change pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

CBD entry charges and tunnel credits are subject to a variable percentage increase/decrease of up to 10% for up to one year after implementation pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

The Low-Income Discount Plan shall continue for five years as committed to in the Final Environmental Assessment.

The Authority reserves the right to charge a 25% higher CBD charge during Gridlock Alert Days. Each year, the NYCDOT identifies Gridlock Alert Days during the UN General Assembly and throughout the holiday season when heavy traffic is expected in Manhattan. On Gridlock Alert Days, consider walking, biking, or taking mass transit for any trips in Manhattan.

Qualifying authorized emergency vehicles and qualifying vehicles transporting persons with disabilities are exempt pursuant to Vehicle and Traffic Law § 1704-a (2).

Qualifying authorized commuter buses and specialized government vehicles, as determined by the Authority, are exempt.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES						
		PHASE 1 2025-2027		PHASE 2 2028-2030		PHASE 3 starting 2031	
b	Customers Using Fare Media Other Than E-ZPass						
	VEHICLE CLASSIFICATION	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN* (TO/FROM/ WITHIN/ THROUGH CBD)	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN* (TO/FROM/ WITHIN/ THROUGH CBD)	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN* (TO/FROM/ WITHIN/ THROUGH CBD)
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$13.50		$18.00		$22.50	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.30		$4.40		$5.50	
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with caps above the roofline or extending over the sides, and vans with an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$32.40		$43.20		$54.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$8.10		$10.80		$13.50	
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
	Licensed sightseeing buses						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$32.40		$43.20		$54.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$8.10		$10.80		$13.50	
5	Motorcycles						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$6.75		$9.00		$11.25	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$1.65		$2.20		$2.75	
	NYC TLC taxis, green cabs, for-hire vehicles (FHVs)						
	Taxis, green cabs, and FHVs on trips		$0.75		$1.00		$1.25
	FHVs on trips dispatched by high-volume for-hire services (HVFHSs)		$1.50		$2.00		$2.50

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight, or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the CBD charge for any such vehicle of unusual or unconventional design, weight, or construction. Any single unit vehicle identified as belonging to Classes 1, 2, or 5 will be up-classed to the next toll class when towing a trailer or another vehicle.

Daily toll cap of once per day for Class 1 and Class 5 vehicles. Caps for non-passenger vehicles are subject to change pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

NYC TLC taxi, green cab, and FHV tolls are to be paid by the passenger pursuant to Rules of City of NY Taxi & Limousine Comm (35 RCNY) §§ 58-26 (f), 59A-23 (b), 59D-17 (c).

CBD entry charges and per trip charges are subject to a variable percentage increase/decrease of up to 10% for up to one year after implementation pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

The Authority reserves the right to charge a 25% higher CBD charge during Gridlock Alert Days. Each year, the NYCDOT identifies Gridlock Alert Days during the UN General Assembly and throughout the holiday season when heavy traffic is expected in Manhattan. On Gridlock Alert Days, consider walking, biking, or taking mass transit for any trips in Manhattan.

Qualifying authorized emergency vehicles and qualifying vehicles transporting persons with disabilities are exempt pursuant to Vehicle and Traffic Law § 1704-a (2).

Qualifying authorized commuter buses and specialized government vehicles, as determined by the Authority, are exempt.

**Subject to full execution of and in compliance with plan agreement by FHV bases and taxi technology system providers.*

ATTACHMENT B – Performance Metrics

As developed in the Final EA and the Reevaluations for the Project dated June 2024 and November 2024, the performance metrics of the system for evaluating the effectiveness of the pilot program and managing congestion are related to reducing vehicles entering the CBD and reducing VMT within the CBD. For reference, the amount of congestion reduction within the CBD for the toll structure is as follows::

- Reduce daily vehicle miles traveled (VMT) within the Manhattan CBD by 6.4 percent (Phase 1) to 8.9 percent (Phase 3)
- Reduce the number of vehicles entering the Manhattan CBD by 13.4 percent (Phase 1) to 17 percent (Phase 3)

Another important factor for measuring congestion reduction in the CBD related to transit investment is transit ridership in the CBD.:

- Increase in transit use entering the CBD.

The program will be collecting a significant amount of data to assess, track, and trend the direct and indirect effects of the project. These data, which are described in the following bullets, will be made public on a regular basis in open data format to the greatest extent practicable.

Direct Congestion Measures

- Vehicle entries into the CBD (by type of vehicle, day of week, time of day)
- Historic volumes entering the CBD (average fall weekday/weekend, time of day)
- Taxi and FHV trips to, from, and within the CBD
- Taxi and FHV VMT within the CBD

Indirect Congestion Measures

- System-wide transit ridership for transit services providing CBD-related service (monthly total ridership by mode and transit operator)
- Metropolitan Transportation Authority bus speeds within the CBD
- Capital projects funded or financed through Project revenue

Monitored and Modeled Air Quality Measures

- PM2.5
- Nitrogen Oxides
- Ozone: via modeling
- Greenhouse Gases

Reporting on revenue and for audit purposes

- Project revenue
- Project capital and operating expenses

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

MTA Bridges and Tunnels

NEW YORK CITY DOT

November 20, 2024

Mr. Richard Marquis
Division Administrator
Federal Highway Administration New York Division
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Re: **Central Business District Tolling Program, Reevaluation 2 for Consistency with the April 2023 Final Environmental Assessment**

Dear Administrator Marquis:

The Project Sponsors (the New York State Department of Transportation, the Triborough Bridge and Tunnel Authority ("TBTA") and the New York City Department of Transportation) for the Central Business District Tolling Program are submitting the required Reevaluation 2 for Federal Highway Administration (FHWA) approval. The Reevaluation was prepared consistent with 23 C.F.R. §771.129 and assessed the effects of the tolling structure adopted by the TBTA Board to determine whether the effects are within the range of effects disclosed in the April 2023 Final Environmental Assessment and whether the mitigation set forth in the June 2023 Finding of No Significant Impact is still valid.

You may access Reevaluation 2 here: 2024-11-20 Re-Evaluation 2. We would like to acknowledge and thank you and your colleagues once again for your continued guidance, input, and support throughout this process.

We are excited to have reached this critical milestone. We believe this Reevaluation 2 fulfills our commitment and obligation as required by the National Environmental Policy Act (NEPA) process and look forward to your response.

Sincerely,

Stephanie Winkelhake, P.E.
Chief Engineer
New York State Department of Transportation

Allison C. de Cerreño, Ph.D.
Chief Operating Officer
MTA Bridges and Tunnels

Eric Beaton
Deputy Commissioner for Transportation Planning and Management
New York City Department of Transportation

CC Monica Pavlik, FHWA

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

MTA Bridges and Tunnels

NEW YORK CITY DOT

November 8, 2024

Mr. Richard Marquis
Division Administrator
Federal Highway Administration New York Division
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207

Re: **Central Business District Tolling Program**

Mr. Marquis:

On behalf of the Central Business District Tolling Program Project Sponsors, we wish to engage with FHWA to add a phase-in feature to the tolling structure described in the Reevaluation approved in June 2024.

The proposed phase-in would proceed as follows:

- The base toll for automobiles would start at $9 and gradually increase up to $15 over 6 years.
- At every step of the phase-in, all elements of the toll structure would be proportional to the adopted toll structure, including toll rates for different types of vehicles (trucks, taxis/FHVs, etc.), crossing credits, and overnight discounts.
- Tolls would increase in three phases over the six years:
  - Phase One (2025, 2026 and 2027): 60% of the adopted toll structure (i.e., base auto toll of $9)
  - Phase Two (2028, 2029 and 2030): 80% of the adopted toll structure (i.e., base auto toll of $12)
  - Phase Three (2031 and beyond): 100% of the adopted toll structure (i.e., base auto toll of $15).
- Toll rates for taxis and FHVs would never be more than one-twelfth and one-sixth the auto rate, respectively, reflecting the number of average trips in the zone made by those vehicles.
- All mitigation measures would be carried out as described in the EA and the June 2024 Reevaluation.

Thank you for your attention on this matter. Sincerely, on behalf of CBDTP project partners,

Sincerely,

Stephanie Winkelhake, P.E.
Chief Engineer
New York State Department
of Transportation

Allison C. de Cerreño, Ph.D.
Chief Operating Officer
MTA Bridges and Tunnels

1 Introduction

In June 2023, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) for the Central Business District (CBD) Tolling Program. The FONSI was based on the April 2023 Final Environmental Assessment (EA), with committed mitigation.

At that time, seven tolling scenarios were presented in the Final EA and FONSI representing a range of toll structures to evaluate their ability to meet the needs of the Project and the resultant environmental effects. The Metropolitan Transportation Authority (MTA) Reform and Traffic Mobility Act (the Act) requires that a Traffic Mobility Review Board (TMRB) be established to recommend a toll structure to the Triborough Bridge and Tunnel Authority (TBTA) Board, in order for the TBTA Board to thereafter propose and adopt a toll structure. Accordingly, the seven tolling scenarios were developed with various assumptions regarding toll rates, peak periods, and potential discounts, exemptions, and crossing credits, in order to disclose and analyze the range of effects that could occur as a result of the CBD Tolling Program. Recognizing that the TMRB could recommend a different toll structure than the scenarios studied in the EA, and that the TBTA Board could choose to adopt a different toll structure, the FONSI contemplated a reevaluation, prepared pursuant to 23 CFR § 771, once the TBTA Board adopted the CBD Tolling Program toll structure.1

In November 2023, the TMRB issued a report detailing its tolling recommendations. The TBTA Board authorized the TMRB's tolling recommendations to be filed in the form of a proposed toll structure, and held a public comment period that included four public hearings. On March 27, 2024, the TBTA Board voted to adopt a final schedule of toll rates as well as associated exemptions, crossing credits, and discounts, referred to in this reevaluation as the "March 2024 adopted toll structure."

The March 2024 adopted toll structure was reevaluated to determine if the FONSI was still valid, as provided under 23 CFR § 771. In a letter dated June 14, 2024, FHWA concluded that the analysis conducted in the reevaluation (the June 2024 Reevaluation) confirmed that the March 2024 adopted toll structure and impacts associated with it were analyzed and mitigated appropriately under the National Environmental Policy Act (NEPA), that no additional environmental analysis was warranted, and that the conclusions in the EA and the FONSI remained valid.

Before a tolling agreement under the Value Pricing Pilot Program (VPPP) was executed between FHWA and the Project Sponsors (TBTA, the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYCDOT)) allowing for the CBD Tolling Program to be implemented, Governor Kathy Hochul announced that the Program would be temporarily paused, citing concerns over the cost of the toll to drivers.

In November 2024, the Project Sponsors wrote to FHWA proposing that the March 2024 adopted toll structure be implemented through a phase-in over six years (the "Phase-In Approach"). Under the Phase-In Approach, the Program would be implemented in three steps, culminating with the March 2024 adopted toll structure. The interim steps would have tolls for each vehicle class and time of day, as well as credits, proportionally reduced from the corresponding values in the March 2024 adopted toll structure. The proportional reductions would

result in values for Phase 1 (2025, 2026, and 2027) equaling 60% of the corresponding values for the March 2024 adopted toll structure. For Phase 2 (2028, 2029 and 2030), the tolls and credits would equal 80% of the corresponding March 2024 adopted toll structure values. The March 2024 adopted toll structure would come into full effect in 2031. Notwithstanding the phasing in of tolls, the Project Sponsors would comply with all of the mitigation commitments set forth in the EA and FONSI within the same timeframes as contemplated in those documents and the reevaluation prepared for the March 2024 adopted toll structure.

This document reevaluates the CBD Tolling Program under the Phase-In Approach to determine if the FONSI is still valid.

2 Project Description

Under the Phase-In Approach, all features of the March 2024 adopted toll structure as described fully in the June 2024 reevaluation would remain. The only difference would be proportional reductions in all toll rates and credits for the first six years of implementation. This would include the tolls imposed on taxis and for hire vehicles (FHVs), which unlike other tolls, would be charged to passengers for each ride occurring wholly or partially within the Manhattan CBD. Because the per-ride tolls would be phased in proportionally, in Phases 1 and 2, tolls applying to the average number of CBD rides for each type of vehicle (12 for taxis, 6 for FHVs) would sum to one single full price toll at the corresponding passenger car rate for that phase, thus achieving the FONSI's requirement to avoid disproportionately high and adverse effects on the population comprising taxi and FHV drivers.

The detailed toll schedules for Phases 1, 2 and 3 are shown below in Figure 1.

Central Business District Tolling Program: Re-evaluation 2

Draft: November 13, 2024

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES

		PHASE 1		PHASE 2		PHASE 3	
A	E-ZPass Customers	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT	CBD ENTRY CHARGE	TUNNEL CROSSING CREDIT
	VEHICLE CLASSIFICATION						
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$9.00		$12.00		$15.00	
	Peak period for registered Low-Income Discount Plan participants using an eligible	$4.50		$6.00		$7.50	
	Peak period per-trip credit (maximum daily credit $5.00)						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$3.00		$4.00		$5.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$1.50		$2.00		$2.50
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$2.25		$3.00		$3.75	
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with caps above the roofline or extending over the sides, and vans with an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$14.40		$19.20		$24.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$7.20		$9.60		$12.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$3.60		$4.80		$6.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.60		$4.80		$6.00	
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$12.00		$16.00		$20.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$6.00		$8.00		$10.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$14.40		$19.20		$24.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$7.20		$9.60		$12.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$3.60		$4.80		$6.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.60		$4.80		$6.00	
	Licensed sightseeing buses						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$12.00		$16.00		$20.00
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$6.00		$8.00		$10.00
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
5	Motorcycles						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$4.50		$6.00		$7.50	
	Peak period per-trip credit						
	If entering the CBD via the Lincoln Tunnel or Holland Tunnel		$1.50		$2.00		$2.50
	If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey		$0.75		$1.00		$1.25
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$1.05		$1.40		$1.75	

E-ZPass CBD entry charges are available subject to terms, conditions, and agreements established by the Authority.

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight, or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the CBD charge for any such vehicle of unusual or unconventional design, weight, or construction. Any single unit vehicle identified as belonging to Classes 1, 2, or 5 will be up-classed to the next toll class when towing a trailer or another vehicle.

Daily toll cap of once per day for Class 1 and Class 5 vehicles. Caps for other vehicles are subject to change pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

CBD entry charges and tunnel credits are subject to a variable percentage increase/decrease of up to 10% for up to one year after implementation pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

The Low-Income Discount Plan shall continue for five years as committed to in the Final Environmental Assessment.

The Authority reserves the right to charge a 25% higher CBD charge during Gridlock Alert Days. Each year, the NYCDOT identifies Gridlock Alert Days during the UN General Assembly and throughout the holiday season when heavy traffic is expected in Manhattan. On Gridlock Alert Days, consider walking, biking, or taking mass transit for any trips in Manhattan.

Qualifying authorized emergency vehicles and qualifying vehicles transporting persons with disabilities are exempt pursuant to Vehicle and Traffic Law § 1704-a (2).

Qualifying authorized commuter buses and specialized government vehicles, as determined by the Authority, are exempt.

Central Business District Tolling Program: Re-evaluation 2

Draft: November 13, 2024

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES							
		PHASE 1		PHASE 2		PHASE 3	
B	Customers Using Fare Media Other Than E-ZPass	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN*	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN*	CBD ENTRY CHARGE	PER TRIP CHARGE PLAN*
	VEHICLE CLASSIFICATION						
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$13.50		$18.00		$22.50	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$3.30		$4.40		$5.50	
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with caps above the roofline or extending over the sides, and vans with an extended roof above the windshield						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$32.40		$43.20		$54.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$8.10		$10.80		$13.50	
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$21.60		$28.80		$36.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$5.40		$7.20		$9.00	
	Licensed sightseeing buses						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$32.40		$43.20		$54.00	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$8.10		$10.80		$13.50	
5	Motorcycles						
	Peak period (5am-9pm weekdays, 9am-9pm weekends)	$6.75		$9.00		$11.25	
	Overnight period (9pm-5am weekdays, 9pm-9am weekends)	$1.65		$2.20		$2.75	
	NYC TLC taxis, green cabs, for-hire vehicles (FHVs)						
	Taxis, green cabs, and FHVs on trips		$0.75		$1.00		$1.25
	FHVs on trips dispatched by high-volume for-hire services (HVFHSs)		$1.50		$2.00		$2.50

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight, or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the CBD charge for any such vehicle of unusual or unconventional design, weight, or construction. Any single unit vehicle identified as belonging to Classes 1, 2, or 5 will be up-classed to the next toll class when towing a trailer or another vehicle.

Daily toll cap of once per day for Class 1 and Class 5 vehicles. Caps for non-passenger vehicles are subject to change pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

NYC TLC taxi, green cab, and FHV tolls are to be paid by the passenger pursuant to Rules of City of NY Taxi & Limousine Comm'n (35 RCNY) §§ 58-26 (f), 59A-23 (b), 59D-17 (c).

CBD entry charges and per trip charges are subject to a variable percentage increase/decrease of up to 10% for up to one year after implementation pursuant to the adaptive management approach to mitigating project effects, as committed to in the Final Environmental Assessment.

The Authority reserves the right to charge a 25% higher CBD charge during Gridlock Alert Days. Each year, the NYCDOT identifies Gridlock Alert Days during the UN General Assembly and throughout the holiday season when heavy traffic is expected in Manhattan. On Gridlock Alert Days, consider walking, biking, or taking mass transit for any trips in Manhattan.

Qualifying authorized emergency vehicles and qualifying vehicles transporting persons with disabilities are exempt pursuant to Vehicle and Traffic Law § 1704-a (2).

Qualifying authorized commuter buses and specialized government vehicles, as determined by the Authority, are exempt.

**Subject to full execution of and in compliance with plan agreement by FHV bases and taxi technology system providers.*

Table 2.1 – *Tolling Scenarios Evaluated in the Final EA with the Phase-In Approach.*

Table 1. Tolling Scenarios Evaluated in the Final EA with the Adopted Toll Structure Added

PARAMETER	SCENARIO A Base Plan	SCENARIO B Base Plan with Caps and Exemptions	SCENARIO C Low Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO D High Crossing Credits for Vehicles Using Tunnels to Access the CBD	SCENARIO E High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO F High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO G Base Plan with Same Tolls for All Vehicle Classes	ADOPTED TOLL STRUCTURE – Phase-In Approach	EXPLANATION OF HOW THE ADOPTED TOLL STRUCTURE FITS WITHIN THE FINAL EA TOLLING SCENARIOS
Time Periods									
Peak: Weekdays	6 AM– 8 PM	6 AM– 8 PM	6 AM– 8 PM	6 AM– 8 PM	6 AM– 8 PM	6 AM– 10 AM 4 PM– 8 PM	6 AM– 8 PM	5 AM– 9 PM[2]	Overnight period is the same length as those modeled in the Final EA; exceeds commitment in the Final EA to include "further reduced overnight tolls … from at least 12:00 a.m. to 4:00a.m." by charging overnight tolls between 9p.m. to 5 a.m.; reflects a reduced number of time periods for ease of customer understanding
Peak: Weekends	10 AM– 10 PM	10 AM– 10 PM	10 AM– 10 PM	10 AM– 10 PM	10 AM– 10 PM	10 AM– 10 PM	10 AM– 10 PM	9 AM– 9 PM	
Off Peak: Weekdays	8 PM– 10 PM	8 PM– 10 PM	8 PM– 10 PM	8 PM– 10 PM	8 PM– 10 PM	10 AM– 4 PM	8 PM– 10 PM	9 PM– 5 AM	
Overnight: Weekdays	10 PM– 6 AM	10 PM– 6 AM	10 PM– 6 AM	10 PM– 6 AM	10 PM– 6 AM	8 PM– 6 AM	10 PM– 6 AM		
Overnight: Weekends	10 PM– 10 AM	10 PM– 10 AM	10 PM– 10 AM	10 PM– 10 AM	10 PM– 10 AM	10 PM– 10 AM	10 PM– 10 AM	9 PM– 9 AM	
Potential Crossing Credits									
Credit Toward CBD Toll for Tolls Paid at Tunnel Entries	No	No	Yes - Low	Yes - High	Yes - High	Yes - High	No	Yes - Low	Same as Tolling Scenarios C, D, E, & F
Credit Toward CBD Toll for Tolls Paid at Bridges to Manhattan	No	No	No	No	No	Yes - High	No	No	
Potential Exemptions and Limits (Caps) on Number of Tolls per Day[AM]									
Autos, motorcycles, and commercial vans	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Same as all Final EA tolling scenarios
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day	No cap	$0.75, $1, $1.25 per trip toll on trips to, within, or from the CBD	Final EA commits that "TBTA will ensure that New York City taxis and FHVs are not tolled more than once per day in the adopted CBD toll structure," per-trip tolls for taxis and FHVs equivalent to commitment of a once-per-day charge (see note 4)
FHVs	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day	No cap	$1.50, $2, $2.50 per trip toll on trips to, within, or from the CBD	
Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day	No cap	No cap	Same as Tolling Scenarios A, C, D, E, and G
Buses	No cap	Exempt	No cap	No cap	Transit buses – Exempt No cap on other buses	Exempt	No cap	Certain buses – Exempt (see note 5)	Same as Tolling Scenario E

PARAMETER	SCENARIO A Base Plan	SCENARIO B Base Plan with Caps and Exemptions	SCENARIO C Low Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO D High Crossing Credits for Vehicles Using Tunnels to Access the CBD	SCENARIO E High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO F High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to Access the CBD, with Some Caps and Exemptions	SCENARIO G Base Plan with Same Tolls for All Vehicle Classes	ADOPTED TOLL STRUCTURE – Phase-In Approach	EXPLANATION OF HOW THE ADOPTED TOLL STRUCTURE FITS WITHIN THE FINAL EA TOLLING SCENARIOS
Approximate Toll Rate Assumed for Autos, Commercial Vans, and Motorcycles[3]									
Peak	$9	$10	$14	$19	$23	$23	$12	$9, $12, $15	Within the range of $9 - $23
Off Peak	$7	$8	$11	$14	$17	$17	$9	$2.25, $3, $3.75	Lower than range in the Final EA; closest to Tolling Scenarios A and B at $5; exceeds commitment in the Final EA to include "further reduced overnight tolls at or below 50 percent…" by reducing peak toll by 75 percent
Overnight	$5	$5	$7	$10	$12	$12	$7		
Approximate Toll Rate Assumed for Trucks (Small Trucks/Large Trucks)[3]									
Peak	$18 / $28	$20 / $30	$28 / $42	$38 / $57	$46 / $69	$65 / $62	$12 / $12	$14.40, $19.20, $24 / $21.60, $28.80, $36	Within the range of $12 - $65 (small trucks) / $12 - $62 (large trucks)
Off Peak	$14 / $21	$15 / $23	$21 / $32	$29 / $43	$35 / $52	$49 / $62	$9 / $9		
Overnight	$9 / $14	$10 / $15	$14 / $21	$19 / $29	$23 / $35	$33 / $41	$7 / $7	$3.60, $4.80, $6 / $5.40, $7.20, $9	Toll rates lower than range of rates presented in the Final EA; exceeds commitment in the Final EA to include "further reduced overnight tolls at or below 50 percent…" by reducing peak toll by 75 percent

Notes:

[1] Tolls would be higher during peak periods when traffic is greatest. All Final EA tolling scenarios and the adopted toll structure include a higher toll on designated "Gridlock Alert" days, although the modeling conducted for the Project does not reflect this higher toll since it considers typical days rather than days with unusually high traffic levels.

[2] The adopted toll structure has a simplified two-time-period structure (i.e., peak and overnight) on weekdays, as opposed to the three-time-period (i.e., peak, off-peak, and overnight) weekday structures studied in the Final EA. As there is no longer an off-peak period on weekdays, the weekday peak and overnight periods are longer than those studied in the Final EA. The transportation modeling conducted for the adopted toll structure accounts for this change in the peak and off- peak periods and thus the model results reflect this change.

[3] Toll rates are for vehicles using E-ZPass and are rounded. For all tolling scenarios, different rates would apply for vehicles not using E-ZPass.

[4] The Final EA provides information on the types of vehicles licensed by the New York City Taxi and Limousine Commission (TLC) in Chapter 6, "Economic Conditions," Section 6.3.2.6, on page 6-32. These include yellow cabs, for which TLC has issued medallions; green cabs, which are street-hail livery cabs that begin their trips outside the core service area of Manhattan; and FHVs, which provide pre-arranged service. Vehicles licensed as app-based, or high-volume, FHVs operate from bases that dispatch more than 10,000 trips a day. (https://www.nyc.gov/site/tlc/businesses/high-volume-for-hire-services.page). Currently there are two TLC-licensed high-volume FHVs: Lyft and Uber. In this reevaluation document and the Final EA, the term "taxi" is used to refer to yellow cabs, green cabs, and FHVs that are not high-volume FHVs and the term "FHV" refers to app-based, high-volume FHVs (i.e., Lyft and Uber).

[5] The per-trip tolls for taxis and FHVs in the adopted toll structure would be equivalent to the auto peak rate of $15 (based on NYC Taxi and Limousine Commission analysis of trips made by TLC-licensed vehicles in May 2023: for taxis the average number of trips with passengers to/from/within the CBD is 12, and for FHVs it is 6).

[6] With the adopted toll structure, qualifying authorized emergency vehicles and qualifying vehicles transporting people with disabilities would be exempt from the toll. Specialized government vehicles would also be exempt. School buses contracted with the NYC Department of Education, commuter vans licensed with the NYC Taxi and Limousine Commission, and buses providing scheduled commuter services open to the public would also be exempt from the toll.

Table 2.2 – Modified Final EA Table ES-3. Comparison of Evaluation Results for the No Action and CBD Tolling Alternatives – with the Phase-in Approach.

SCREENING CRITERION	CBD TOLLING (ACTION) ALTERNATIVE FINAL EA SCENARIOS	PHASE-IN TOLL – PHASE 1 ($9 PEAK AUTO TOLL)	PHASE-IN TOLL – PHASE 2 ($12 PEAK AUTO TOLL)	PHASE 3 – 2024 ADOPTED TOLL STRUCTURE ($15 PEAK AUTO TOLL)
Purpose and Need: Reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements	MEETS	MEETS	MEETS	MEETS
Objective 1: Reduce daily vehicle-miles traveled (VMT) within the Manhattan CBD	MEETS	MEETS	MEETS	MEETS
Criterion: Reduce by 5% (relative to No Action)				
Daily VMT reduction (2023)	7.1% - 9.2%	6.4%	7.6%	8.9%
Objective 2: Reduce the number of vehicles entering the Manhattan CBD daily	MEETS	MEETS	MEETS	MEETS
Criterion: Reduce by 10% (relative to No Action)				
Daily vehicle reduction (2023)	15.4% - 19.9%	13.4%	15.5%	17.3%
Objective 3: Create a funding source for capital improvements and generate sufficient annual net revenues to fund $15 billion for capital projects for MTA's Capital Program	MEETS[1]	MEETS[2]		
Net revenue to support MTA's Capital Program	$1.0 billion - $1.5 billion	$0.5 billion	$0.7 billion	$0.9 billion
Objective 4: Establish a tolling program consistent with the purposes underlying the New York State legislation entitled the "MTA Reform and Traffic Mobility Act"	MEETS	MEETS	MEETS	MEETS

Notes:
1 As Final EA Tolling Scenario B would not meet Objective 3 with the toll rates identified and assessed in the Final EA, additional analysis was conducted to demonstrate that it would meet this objective with a higher toll rate; the resulting VMT reduction and revenue for that modified scenario would fall within the range of the other Final EA scenarios.
2 The net revenue needed to fund $15 billion depends on a number of economic factors, including but not limited to interest rates and term. For the purposes of the Final EA, the modeling assumed the Project should provide at least $1 billion annually in total net revenue, which would be invested directly into projects or bonded to generate sufficient funds. The net revenue values provided in this table are rounded and based on Project modeling. Following completion of the Final EA, based on current interest rates and expected timing of projects, MTA's Chief Financial Officer (CFO) determined that annual net revenues in the range of $0.9 billion should be sufficient to meet the Project's need to fund $15 billion of capital projects for the MTA Capital Program. For this reevaluation, MTA's CFO has determined that the expected revenues to be collected under the Phase-In Approach would in combination still achieve the objective of funding $15 billion in capital projects to allow their completion on the same timeline as projected for the March 2024 Adopted Toll Structure.

The Phase-In Approach would achieve the congestion reduction objectives of the CBD Tolling Program of reducing vehicle miles travelled (VMT) within and the number of vehicles entering the CBD of 5% and 10%, respectively. Phases 1 and 2 would not raise as much annual revenue as the tolling scenarios studied in the EA or the March 2024 adopted tolling scenario (Phase 3). However, over time, the Program would still meet the Act's mandate to raise sufficient revenues to fund $15 billion for capital projects for the MTA Capital Program. The Project Sponsors have reached a consensus that an incremental start would have the benefit of helping drivers adapt more easily to the Program, while monitoring data regarding implementation and effects. For example, drivers would have the time to adjust transportation modes, and continued improvements to mass transit – partly funded by revenues derived from the initial phases of the

Program – would incentivize drivers to switch from autos to transit as the toll increased. The Project Sponsors have determined that these benefits outweigh more immediate revenues.

Therefore, the Phase-In Approach would meet the purpose and need of the CBD Tolling Program as described in the EA: to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into the VPPP.

3 Evaluation of Continued Validity of FONSI

The June 2024 reevaluation comprehensively evaluated the effects of the March 2024 adopted toll structure and determined that for the effects identified, the mitigation set forth in the EA and FONSI would be sufficient to avoid significant effects. It also set forth an allocation of funding and a plan for developing and implementing place-based mitigation for environmental justice communities where diversions would cause truck traffic increases.

Under the Phase-In approach, the March 2024 toll structure would fully come into effect in 2031. During Phases 1 and 2, the structure would be the same but the tolls would be lower (but within the range of scenarios analyzed in the EA), to enable drivers to adjust their budgets and travel modes in a more graduated fashion. While some effects of the interim phases would by definition be reduced as compared to Phase 3 (such as effects on low-income drivers), the mitigation set forth in the EA and the June 2024 reevaluation would be implemented as previously contemplated – and would not be deferred until the March 2024 toll structure is fully implemented.

The analysis of various tolling scenarios in the EA and the June 2024 reevaluation indicates that as the implementation progresses through each phase, the effects of the CBD Tolling Program may have minor variations but would be within the range of effects studied in the EA and the June 2024 reevaluation because the Phase 1 and 2 peak tolling rates would fall within the ranges studied in the Final EA. By Phase 3, the effects would be those identified for the March 2024 adopted toll structure in the June 2024 reevaluation. Moreover, the traffic and air quality monitoring commitments set forth in the EA and FONSI would be implemented throughout this time period, as well as adaptive management if unexpected adverse effects are revealed through monitoring (as contemplated in those documents).

In conclusion,all NEPA requirements have been met and the mitigation measures identified in the EA and the FONSI are still applicable and will ensure that the Phase-In Approach, like the March 2024 adopted toll structure, does not result in significant effects.